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already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.R.C. 5th Ed.

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HONGKUNG OFFICE: 10A, DES VŒUX ROAD CI, LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 13TH, 1905. THE London Times, in a leading article, recently remarked that the policy of "spheres of influence" in China was never one which commended itself to the British nation per se. "It was a device," said the Times, "which circumstances compelled us to adopt when we found that our old-established interests were threatened by rivals who had less respect for the integrity of China than we had ourselves, and if, and when, it shall be proved to have served its purpose, we shall part with it without a pang." The provision in the Anglo-Japanese Alliance for the maintenance of the territorial status quo in China, is regarded in itself as enough to show that the time is past when a Power, after selecting some portion of China as its "sphere of influence could expand it by a variety of devices, in the hope of ultimately converting it into something like a freehold. China herself, as we pointed out yesterday, is now fully alive to the dangers of this policy, and we may certainly regard the time as past when what happened in Manchuria can be re-enacted in any other part of China. The danger now is that the reaction may for some years operate to the detriment of foreign commercial enterprises of all kinds in China. Already strong communications have been addressed to the Shanghai regarding the way in which the Chinese authorities are, in the matter of mining enterprises for example, rendering the provisions of the Mackay Treaty abortive. The officials will not grant mining permits to foreigners except on conditions which are tantamount to a refusal, and the vernacular

press supplies ample evidence of the hostility of the people to foreign control of prospective railways. And yet in spite of this hostility we publish this morning a summary of an agreement made by the Hongkong Government to lend £1,100,000 to the Chinese authorities towards the sum required for the re-purchase of the Hankow-Canton railway concession. The story at first seemed incredible for many reasons, but doubt has been ment in a Chinese semi-official jourhal at Shanghai. A northern contemporary has expressed the opinion that this loan will undoubtedly have the effect securing that British-influence shall be paramount in the regions served by the milway. Very possibly it will, but it is interesting to note that though the Chinese acquire by this redesption a profitable line of railway running between Canton and Sanshul, the security given for the loan does not include this or any other property of the railway compuny. The security offered and accepted is that of the opium revenues in the three pro- pounds; Yokohama, 12,202,466 pounds vinces of Hupeh, Hunan and Kwangtung through which the projected line will- pass. We trust, however, that the Government has some assurance that the Chinese authorities will not rest satisfied with the redemption of the concession, but will without delay push vigorously on with the construction of the line which will open up regions of vast possibilities to the trade and commerce of the whole world, and cidentally, we hope, he to the considerable benefit of Hongkong. That the British Government has departed from its traditional policy of leaving everything to private effort in China, so far as to permit the Government of Hongkong to make this loan, is a matter for sincere congratulation, for we regard it as an indication that the Government has at last acquired a grasp of the economic position in China. The fact is realised that those who control the railways will almost inevitably control the commercial future of the country, and though this loan by the Hongkong Government does not secure any control of the railway, it at least belps to remove the control from a combination whose policy would not in all likelihood leave the regions traversed by the line as free and open to British trade and commerce as they will be under the altered conditions.

His Excellency the Governor has left Mountain Ludge and gone into residence at Government House. His Excellency will be "at home" at Government House this afternoon from 4.30 to 6.30.

The Suez Canal Company has decided to reduce the transit rate from 8f. 50c, to 7f. 75c. p r ton from the first of January next, when, it will be remembered, the draught allowed for ships navigating the canal will be increased from 26ft. 3in, to 27ft.

Sir Walter Hillier, interviewed by the Ceylon Times on his way home, said he was amazed at the progress made in China during the last-five present loan is first redeemed. In the event of years. One weak spot in the present position was the want of purity in the administration. China's revenue was capable of expansion to an enormous degree, but before that consummation could be reached she must have honest adminis-

The Johannesburg Chamber of Mines has made to the Government certain proposals, which have been adopted, to prevent the Chinese on the Rand from purchasing and carrying lethal weapons. The passport system will in future be rigidly enforced, and a warning posted in the compounds containing restrictions upon Chinese leaving the locality of the mines, except when carrying special passes.

An Australian, captured in the war by the Japanese as a Russian spy and sent to the Negishi Juil some time ago, after having been sentenced to death in Manchuria, has been released by special grace of the Emperor owing to illness. He immediately entered the German Hospital, through the Austian Consul, but his death is now announced in the Japanese press.

It appears that the Chinese merchants of Cholon, Saigon, wanted to boycott American goods following the example set them in China. In Tonquin the Chinese already commenced the beycott, and those of Cochin-China were going to join them in the campaign when M. Stang. chief of the firm of Denis Freres at Saigon. who is also acting as U. S. Consul, addressed the Government of Cochin-China on that subject, pointing out the harm which such a movement would do. For instance Cochin-China depends on America for its supply of agreement. The agreement is written both in British Government by British residents in | wheat and kerosene. The stock of kerosene on | English and Chine se and made in six copies, hand was one hundred and twenty thousand one to be given to the Vicercy of Hukwang cases, and there were three more shipments to Province, one to the Viceroy of Liang Kwang. arrive at Saigon with sixty thousand cases. one to the Governor of Hunan, one to the The Chinese merchants at Cholon held their | Governor of Hupeh, one to the Governor of first meeting; the second meeting was fixed for Hongkong, one to the British Minister to the 3rd instant, but the police stepped in and Peking, and another to H.B.M.'s Consul Genbroke up the meeting. This stopped the boycott eral at Hankow. The authoritative text is to movement at Saigon.

It is stated in Japan papers that the Nippon Yusen Kaisha directors contemplate opening 6 new steamship service from Japan to Java.

We have received from Messrs. Max Nossler & Co., booksellers of Shanghai, a copy of the Canton section of the German staff map which is now on sale. Itembraces the whole province of Kwangtung.

An Allahabad telegram states that the improvement of the Grand Tibet road on the dispelled by the publication of the agree- Simla-China toute with a view to facilitating trade with Gartok has been postponed to next summer as military labour has not been avail. able this year owing to demands for sappers and pioneers in Kangra and Kulu.

> Statistics published by the Lyons Silk Syndicate show that the silk production of the world in 1904 amounted to 20,268,090 kilograms 44,682,833 pounds); against 18,135,000 kilograms (39,980,621 pounds) in 1903. Western Europe produced 13,044,618 pounds, and 4,419,251 pounds is credited to the Levant and Central Asia. The to al exports from the Far East are given as 26,818,964 pounds, as follows: Shanghui, 9,500,010 pounds; Canton, 4,629,680 Calcutta, 396,828 pounds.

#### CANTON-HANKOW RAILWAY

HONGKONG GOVERNMENT ADVANCES A LOAN.

It has recently been reported that the Colonial Government of Hongkong had agreed to lend the Vierroy Chang Chih-tung a sum of £1.100.000 towards the amount required to redeem the concession granted to the American-China Development Company for the construction of a railway from Cauton to Hankow but in the absence of any official confirmation the report has been generally received with incredulity. A vernacular paper in the North has set all doubts regarding the report at rest by publishing the text of the agreement. According to a translation made by the Shanghai Mercury the Hongkong Government agrees with the Viceroy Chang Chih-tung to raise a lean amounting to the sum of £1,100,000 sterling on behalf of the Viceroys and Governors of Hupeh, Hunan and Canton and their successors to redeem the Hankow-Canton Railway from the American syndicate, for which transaction Chang Kung-pas has the sole right, duly given by an Imperial order. The terms of the loan are for ten years counting from the 6th October, 1905. The principal and interest of the loan will be repayable in ten annual instalments and will be £110,000, and the first instalment will be paid on the 19th day of the eighth moon of the next year (1906). Should the three provinces after . paying the fifth instalment think fit to pay all the principal and interest at one time, six months' previous notice is necessary. When the principal and interest are completely paid the agreements will be void from that date. The rate of interest of the less is 44 per cent. per annum. The repayment will be made to the Treasury

of the Hongkong Government at the dates mentioned in the annex of the agreement either by bill of exchange or in cash at the rate of exchange then prevailing. The security of the loan is the opium revenues in the three provinces of Hupeh, Hunan and Canton. The socurity shall not be placed as security for other loans than this unless the revenue not proving sufficient the Vicercy at Wachang shall inform the British authorities of which province the revenue is not enough. and some other suitable income shall be placed as security for this loan which will be placed under the control of the Maritime Customs. The bonds with the seal of the Viceroy of Hukwang and the signature of the position. commissioners of the Blaritime Customs at Hankow will be kept at H.B.M.'s Consulate Goueral at Hankow with the principal and interest mentioned in the same, and in case of any failure on the part of the Viceroy in paying any of the instalments at Hongkong the bonds will be produced by H.B.M.'s Consul-General at Hankow to claim the sum from either one of the three provinces, and the officials of the three provinces shall be informed of this accordingly.

The sum of £400,000 sterling will be paid on the 6th October by the Hongkong Government to Chang Kung-pao at Wuchang through the Hongkong and Shanghai Banking Corporation and £70,000 will be sent to Sir Changing Linug Cheng, Chinese Minister to Washington. payable at New York. H.B.M.'s Consul-general at Hankow is entrusted by the Hongkong Government to see that the money is used for the purpose of the Hankow-Canton Railway. The Waiwupu shall inform the British Minister to Peking before this agreement is signed that the agreement has been duly sanctioned by an Imperial Decree. The Viceroy at Canton states that he will not object to the opium revenue of Kwangtung being made security for this loan, the stipulation of this be the English text in case of any dispute.

## TELEGRAMS.

REUTER'S SERVICE.

THE "MATIN" DISCLOSURES.

LONDON, 10th October. The Kolnische Volkszeitung in an inspired urticle disbelieves that England offered

France military assistance, but reserves its verdict in reference to the role ascribed to Great Britain until the British press has, offered explanations. The German papers generally demand explanations from the British Government.

#### AUSTRIA-HUNGARY.

LONDON, 10th October.

The Emperor Francis Joseph has again prorogued the Hungarian Diot to the 19th December, the reason given being the nonsuccess of forming a new Government on a basis of securing Parliament against dis-Andrassy has moved a resolution protesting against the unconstitutional method of the procedure of the Crown, which resolution was adopted, practically unopposed, the from the proceedings.

#### KOWLOON CRICKET CLUB.

ANNUAL MERTING.

Club took place at the Seamen's Institute last | would reveal that the general public is not night-Dr. Swan presiding over a good atten- incapable of seeing through them also.

ing its age, he thought it was in a very satisfactory condition. The balance at their credit was also satisfactory. They had done very well in coming out second in the league, although in his | this protest against its removal and thanking opinion they should have won the shield.

THE REPORT.

Hongkong, 12th October, 1905. The following was submitted: Report of the K.C.C. for 1904-1905. Matches played in the league 18, won 12, lost 6, drawn 0, points 36. Position in League 2nd. Dr. Freeman presented a silver cup to the Club for the best batting average in League matches. This cup was won by Mr. Lightfoot with an average of 17.75. Mr. J. Logan of the Dock Co. presented a bat to the Club for the highest score. This bat was won by Mr. S. Lightfoot with a score of 96 made against P.C.C The Kowloon Cricket Club have to thank the following Cricket Clubs for the use of their grounds during the cricket season whilst the club was without ground, and they have also to thank the same clubs for their hospitality Craigengower C.C., Military C.C., Civil Service C.C., Parsee C.C. and Police C.C. Our present membership is 8), but there is every probability of this being more than doubled in a few weeks now that we have been granted the "Cricket Ground" in the King's Park. Second XI. members had a poor opportunity of playing during the season. They played only three matches, one. If the present and future generations are all of which they lost. This season they will have both ground and many opportunities to play with other clubs. The Hon. Treasurer's report shows a credit balance of \$441.96.

The report was unanimously adopted. APPOINTMENTS.

On the motion of Mr. Cowan seconded by Dr. Swan, supported by Mr. Logan, Mr. H. Goyne Stevens was re-elected secretary. That gentlemay, in roturing thanks, emphasised and stated that the Colonial Secretary had King's Park would be allotted to them year by year on condition that they kept it in a proper state as a cricket ground.

Mr. G. H. May not being able to retain his opposite to it." And so it remains ! office as treasurer, Mr. Cowan was elected to the

be elected, leaving the appointment of captain to be made on the field. The CHAIRMAN spoke in favour of a perma-

nent captain. It was decided to ask Dr. Swan to again

accept the position of captain, and that gentleman consented. Mr. Lightfoot was appointed sub-captain.

The meeting agreed that a captain and subcaptain for the second XI should be appointed and it was resolved that a match sub-committee be elected in addition to the other sub-com-

#### THE PLAGUE AND THE RATS.

Mail writes :- Plague continues to increase. of the Haulin Academy and Wang Tanng-yi and Friday's return of 15 attacks in the Civil and Sieh Yung-haing, Secretaries of the Grand and Military Station is the highest for some | Secretariat, have lately petitioned the Walward very considerable time. Now, it has come to protesting against the action of the Municipalipresent are of a particularly large size and of Shanghai, in extending road construction are in considerable numbers. In the name into non-treaty districts in spite of the protests of common sense why are no steps taken to of the Chinese authorities concerned. The spectre. And why? Because nearly a hundred constries, maintain they are, at the same time, and fifty thousand rats have been destroyed distinct encreachments on the prerogatives of since the disease broke out. The connection | Chinese sovereignty. The petitioners, therefore, between the plague and the rat has been long ago | pray their Excellencies of the Waiwupu to back so clearly proved that it is almost incompre- up their protest before the Ministers of Great hensible why a reward has not been offered for Britain and France, who are requested to grant stricken station like Bangalore. It is all very | non-treaty districts by the muncipalities named. well to talk about new systems of drainage, large A petition on the same subject has also been grants from the Government of India, the sent to Vicercy Chou Fu, at Nanking, asking building of extensions and so on, but probably his Excellency to instruct the Shanghai Taolai the offer of a reward of one or two annas per strenuously to oppose further road extensions rat killed would in the meantime be more into Tsingp'u district and beyond Sicawei-the practical. Cannot something in this line te done directions complained of by the petitioners at before the plague becomes really bad again? Peking.

#### CORRESPONDENCE.

THE CLOCK TOWER.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,-I have read with much interest the articles on the subject of the Clock Tower in recent issues of your paper and, as an old China hand, I entirely agree with the views therein expressed. I think that it would be a great pity to remove our old friend the Clock Tower from the position where it has stood for so long and where it does not, as far as my observation goes in any way impede the traffic .-- Yours, etc.

OLD CHINA HAND. Hongkong, 12th October, 1905.

TOTHE EDITOR OF THE "DAILY PRESS." DEAR SIR,-As one who has always been opposed to the idea of removing an ancient landmark like "The Clock Tower" from its present site, I hailed with delight the two very able articles in your issues of the 9th and 10th

The only ground upon which its removal order. In spite of the prorogation, Count | could possibly be defended is that it impedes traffic, and I submit that in this the "Vand dists" have entirely failed to prove their case,

I have occasion, like the writer of the articles in question, to pass the Clock Tower many times a day and ever since the controversy supporters of the Government abstaining areas have looked in vain for anything approaching the alleged block in traffic.

One can understand the owners and occupiers of adjoining property advocating its removal for very obvious reasons, which I trust will be estimated at their true value by "the powers The annual meeting of the Kowlcon Cricket | that be," and I venture to think that a plebiscite

Admitting that the Clock Tower possesses no The CHAIRMAN remarked that that was the great architectural beauty, it yet commemorates first annual meeting of the Club, and, consider- better than anything else amongst our public possessions history of which this Colony may well be proud.

Trusting that you will find space to publish

you in anticipation.—Your truly. ANTI-VANDAL.

TO THE EDITOR OF THE "DAILY PRESS," Sir.-Why all this pother about the not care two straws whether the Clock Tower

as a memorial of Old Hongkong I scarcely 9 of whom are girls. Two of the daughters think it deserves all the fine sentiment your are betrothed to sons of wealthy families here. contributor has wasted upon it. I disagree with the description applied to it by your correspondent "Anti-Mover," who pictures it as a policeman regulating the traffic. Certainly, it stands in the middle of the road, and there the resemblance ends, for it does not say to the wayward riesha coolie, "Keep to the Right" or "Keep to the Left" as the case may be, but allows rieshas and chairs to jostle their way past in utter disregard of "the rules of the road." to

the great discomfort of their "fares." The Clock Tower is not a thing of beauty and I cannot conceive of it being a joy to any interested to know that when the Tower was erected in 1862 the water's edge was only a hundred and fifty yards beyond it, I do not see how that information is to be gleaned from a solid mass of masonry, unless it be your contributor's idea that the Government should place a tablet on the Tower mentioning the

 There are many historical records of Hongkeng which tell us where the water-front was in necessity of maintaining the interest in the club | the Sixties. Looking up Mr. Donny's "Treaty Ports," I notice that the Clock Tower was the informed him that the Cricket Ground in the subject of complaint from the time it was erected. It is placed, says the historian "in so awkward a position that it is only conspicuous or even visible from a point of view just

I have no idea what precise object the community had in view in erecting it, but presume Mr. Goldring suggested that a team secretary it was a purely utilitarian object, and if that be so. I should think the Government would be acting conformably to the views of the old residents who subscribed to it if they removed it to a site on the water-front, and increased its height so that "the time o' day " might be seen from any ship in the harbour and by a far larger number of residents on shore than are able to see it now. - Yours faithfully.

Hongkong, 11th October, 1905.

ALLEGED ENCROACHMENTS BY THE SHANGHAI MUNICIPALITIES.

Natives of Shanghai holding office in Peking, such as Wang Ching-ping, First-class Secretary A Bandalore correspondent of the Madras of the B ard of Bites, Chu Shou-p'eng, Member my knowledge that the rats in Bangalors at ties of the International and French Settlements keep down the numbers of these disastrous, petitioners, the N. C. Daily News says, while infection-bearing rodents! Rangoon has at least | declaring that acts like this are in contravention effectively scotched, if not killed, its plagus of the treaties made between China and foreign the destruction of these animals in a plague- justice by preventing further encroachment into:

#### CANTON.

[FROM OUR CORRESPONDENT.]

11th October, 1905. ELECTRIC LIGHT.

Chinese in the city are complaining that the Electric Light Company turn the current on too late. At this time of the year it is dark in the houses at 6 p.m., whereas current is provided only at 6.30 p.m. Most of the lumps in the city have no meter. The Chinese pay so much per lamp per month and the lamps are kept going from the time the current is turned on to the time it is cut off in the early hours of the morning.

THE BOYCOTT.

The Boycott Committee in Canton sent a telegram yesterday to Leong Shing, Chinese Minister in Washington saying that they are informed that Congress will meet on the 12th instant to discuss the Chinese Exclusion Act. They urged him not to sign any new Treaty with the United States' Government without first submitting to the Chinese people the full details of the modifications introduced into the new treaty, and obtaining their approval; otherwise dissatisfaction is sure to follow, as the majority of Chinese in America are natives of the Kwangtung province.

CHAU TUNG-SANG'S CASE, --- ANOTHER SEIZURE. So Tai-Futalias Chan-So, a wealthy Chinaman of Canton, purchased about two months ago a house from Chau-Tung-Sang in Canton. Tho price was Tls. 18,000. It appears, however, that only Tls. 10,000 were paid at the time the assignment was made. The balance was to be paid sometime before the Chinese New Year. The assignment deed was duly registered at the Nam-Hol Magistracy and the fees (6 per cont.) were paid. The Viceroy having discovered that the balance is still unpaid has authorized the Nam-Hoi Magistrate to seize the property.

It is reported here to-day that Chau-Tung. Sang's principal wife, who is in Hongkong, has sent numerous telegrams to her husband, whom she believes to be either at Shanghai or Tientsia, but has so far received no reply. Chan's whereabouts is unknown at present. His wife has, however, engaged a firm of solicitors in Hongkong to defend him in the event of his extradition being demanded by the Chinese Govern-

Most of the maid-servants and also several members of Chau's family have been released. The following is a list of the members of Clock Tower? The great majority of folk do | Chan-Tung-Sang's family who are still detained in the Tai-Tang Yamen by order of remains where it is or is thrown into the Viceroy Shum :-11 servant girls, 5 concubines. sea. Personally, I have no use for it, and 10 children whose ages range from 1 to 15 years, Most probably their engagements will fall through, as the Chinese are very superstitious and consider that imprisonment (detention) is a bad omen for the future.

> A pawnshop in Honam wherein Chau-Tung-Sang had an interest of 7,000 facts has been ordered to refund the money to the Vicerov together with the share of profits apportioned to that investment. The Pun-Yu magistrate has received orders to inspect the account books and flud out the exact amounts. Seizures are being made daily and it is now reported that Quen-Tsung-Yao Taotai has been sent to Hongkong to move the Hongkong Government to attach all the properties held by Chau-Tung-Sang in that Colony. Desparches are said to have been sent a few days ago to the Governors of Hongkong and Macao with reference to the above. Chan is credited with being the owner of over 1,000,000 taels worth of property in these two

VICEROY SHUM'S BROTHER PROMOTED. The local authorities here have received

telegram from Peking saying that Viceroy Shum's fifth brother, Shun-Chan-Ming, who is Provincial Treasurer (Fau-Tai) of Hu-peh province, has been promoted to Acting-Governor of Kwei Chau Province. There will be a large gathering of officials in the Viceroy's Kamen to-day when congratulations will be offered to Vicercy Shum on his brother's promotion. KWAN TUNG LOTTERY FAILS.

The lottery hitherto carried on under the name of the Yust-Tung Lottery bas lost all its capital and has suspended business. The numerous lotteries that have been started in almost every important centre in China, and the competition that they have created have made the sale of tickets a very difficult matter of late. The tickets could not be readily placed and the payment of winnings to successful members has lately exceeded the amount received for tickets sold, hence the discomfi ture of the concern. No tickets have been issued for the current month.

THE GOVERNORSHIP OF KWANG-SI. Li-King-Hi has, with Imperial sanction. resigned the governorship of Kwang-Si owing to ill-health, and an edict has been received by Viceroy Shum appointing Lum-Sui-Nin governor of Kwang-Si.

A PLUCKY SPORTSMAN. A few days ago two of our local sportsmen went to Wuchow on a shooting expedition and returned here yesterday with a very creditable bag: 42 snipes, 8 pheasants, 16 partrilges and the copy of a tiger's foot prints. It appears that in the jungles behind the Shao-King Hills. Mr. Schoeler, who is a member of the club of "chasseurs de casquettes," of New York, was confronted with a full grown Shao-King tiger. The sportsman stood firm but the tiger immediately disappeared in the jungle. Game is said to be plentiful this year.

#### A SUGGESTED FOOCHOW-AMOY RAILWAY.

A Peking telegrem to the N.-C. Daily News. savs :- Although it is being opposed by a French promoter, Mr. Chen Pacchen, one of the Foochow gentry is securing the backing of influential officials at Peking for a railway between Foochow and Amoy, about 600 Chinese li. The expense is estimated at Tls. 800,000 and it is proposed to raise the money among the

Thursday, 12th October:

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

CLAIM FOR RENT. Choy Yee sued the Wai Kat Bank for \$47 for rent of the premises formerly occupied b defendants. Mr. Beavis appeared for plaintiff

and Mr. O. D. Thompson for defendants. Mr. Beavis stated that plaintiff was the owner of the premises, 101 Queen's Road, which had been let to defendants at \$235 a month. The latter had given notice to quit at the end of July but remained eight days over that time and plaintiff now saed under an act of George II. for double the rent.

His Lordship .- This is the first case in the colony under that section.

Mr. Thompson-I had one about six months

His Lordship-I was away then. was that they had been allowed to romain, His Lordship-Are you going to call any

evidence ? Mr. Beavis-No, my lord.

His Lordship - What is your case ? -Mr. Beavis-My case is that defendants have remained over the time when they had given notice to quit. If they are prepared to deny that, my case falls to the ground. I would ask your Lordship to nonsuit plaintiff who is out

of the colony. His Lordship- No, you have chosen your time and ought to have brought your client.

Mr. Benvis-I think it would have been fair-His Lordship (to Mr. Thompson)-Is your client prepared to say there was an agreement?

Mr. Thompson-Yes. Wai Kat Bank, said he made an agreement of the full facts. with plaintiff for remaining a few days over the period of his notice to quit. Plaintiff allowed him to remain on the premises until he got another tenant. He restired notice and removed at once.

His Lordship-Did you pay rent for these savan days P

Witness-I gave him no rent. He waived the rent in consideration of the fixtures which I left.

Mr. Beavis said he was quite prepared to argue on that man's evidence.

His Lordship-Wellurgue away then, I don't know where you are going to begin.

Mr. Beavis addressed his Lor dship and asked him to give a judgment of nonsuit in that case, Defendant was not prejudiced by plaintiff's out of the colony because there were many judgments against him, but that should not prejudice his case. He had failed for want of evidonce.

His Lordship—There is no evidence whatever. Mr. Beavis-I ask leave to bring another

His Lordship-No, it cannot be done. Judgment for defendant with costs.

#### WATER RETURN.

The Hon. Mr. Chatham, as the Water Authority, yesterday i-sued the following return of the level and storage of water in Reservoirs on the 1st October :-LEVEL.

Above overflow. Below overflow. Tylam ...... 2 ft. 61 in. 0 ft. 41 in. Byewash ...... 2 ft. 5½ in. 23 ft. 0 in. Pokfolam ..... 1 ft. 9 in. 0 ft. 55 in. Wongnaicheong 1 ft. 113 in. 8 ft. 0 in. STORAGE GALLONS. Tytam ..... 407 009,000 351,650,000 1.471.000

Byewash ...... 26,235 00 i 65,010,009  $-69,860\,000$ Pokfulam ..... Wongnaicheong 33, 99,000 20,715,000 468,846,000 Total 536,294,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

1904. Consumption ... 137,913,000 144,792,000 gallons Estimated popu-225,100lation

Consumption per 21.0 gallous head por day ... CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.

Consumption .: 13,087,000 15,616,000 gallons Estimated popu-69,750lation .....

Consumption per head per day ... 6.9 gallons The Government Analyst reports that the The Government quality.
water is of excellent quality.
W. CHATHAM.

#### JAPAN'S NEED OF A "MUNROE

Water Authority.

DOCTRINE." terrible war with Russia would have been avert.d. But when Russia began her encroachments Japan could but mildly protest. She was not prepared to strike, although able to see that the presence and influence of Russia in those parts were a m nace to her, and that sooner or game, until, at last, Japan having gotten

ready asserted herself, and the result is appal-

ling to the whole world. We do not intend if we can help it, says the Washington journal, that any European power shall establish any base of operations on this side of the water that would give it the leverage against us that the possession of Manchuria and her influence in Korea gave Russia against Japan. We are prepared, as Japan was not, to assert ourselves in time. We have to-day no unwelcome neighbours. Our wishes on that subject are known, and have never been more respected than now.

During last year 5,857,645 bibles in 390 languages and dialects were issued by the British and Foreign Bible Society.

#### POLICE COURT. Thursday, 12th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

THE "ANDROMEDA" TROUBLE. C. Strutmarn and A. Koch, seamen on board the sailing ship Andromeda again appeared before his Worship to answer the charge of

desoboying the captain's lawful commands. The case was adjourned from yesterday to enable the defendants to call witnesses.

The first was Arthur Warren, A.B. He said he heard the chief officer call Koch bad names on Saturday morning, but could not exactly remember what they were.

A second seeman gave testimony as to hearing the chief officer swear at the same defendant, and mentioned some of the words which he heard the chief officer use. The mate further said: "If they did not get a move on he would knock it into them." The mon were not struck, but previous treatment had forced them to Mr. Beavis said he understood the defence expect to be. They went to the captain and asked leave to go ashore, but he would not listen to make, he chased them off the peop.

His Worship sentenced the defendants to fourteen days' imprisonment; and should their vessel sail before the expiration of their sec tence, ordered that they be again placed on board

THE AU TAU MURDER. Lo Kun Mui, aged 69, and Lo Fat Hing, aged 59 were charged with murdering their brother, Lo Sam Kui, aged 65 years, at Cheong Po village, An Tau district, in the New Territory, on the 28th September.

Without hearing any evidence his Worship

remanded the case for a week... A previous report of this affair mentioned that the crime was committed two years ago, Won Pik Woon, managing partner of the but at that time the police were not informed

> BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

THE HARBOUR AFFAIR: BOATMAN COMMITTED

Chan Lai, the boatman charged with attempting to murder a lukong, was again brought up. his Worship, who had reserved his decision till to-day, said he had considered the evidence and especially the question of complicity or of his being an accessory in an attack of that sort. He found that the parties were engaged in a common object. Defendant was engaged in the same occupation as the men in the boats and in that case must be held responsible for the attack upon the lakeng. That being absence from the colony. Plaintiff was remaining | so, he felt he could not discharge him, but must commit him to take his trial at the Criminal Sessions.

A CHINESE MARRIAGE. Oldrico Neeves, signalman on Green Island, ngain surrendered to bail to answer a charge of harbouring a married weman contrary to the laws of China. Mr. Goldring appeared for the defence, and Inspector Langley presecuted.

P. S. Wait stated that a woman named Lan Shan came to the Police Station and made a report, in consequence of which he went to two houses in search of a certain woman, but in the third house he found the defendant whom he asked to accompany him to the station. Defendant and the woman who made the complaint went back to the Station. He questioned detendant as to the whereabouts of the woman, and the latter replied that he had never seen her. About a fortnight later defendant came to him in Queek's Road West and a sked him to go to the Sanitary Board Office on his behalf as Lan Shan had lo ged a com. plaint against him. Witness told him that he know nothing about him and could not give evidence on his behalf. He added that the woman was murried and that it would be a serious thing for him if he were found with

This concluded the evidence for the prese-

His Worship remarked that there had been

no evidence of the parties living together. Mr. Goldring said they were not living together now. Proceeding to indicate his defence he stated that he could not get a marriage certificate breamse the place of the marriage was outside the jurisdiction of the Court. His three points were:-- 1, mens rea, without guilty knowledge; 2, she was not married according to the law of China; 3, cruelty 1899; Hongkong, 952; Singapore, 926; on the part of complainant towards ber. Shanghai, 887. He would submit that there was no guilty knowledge.

Jose phina Neeves, wife of the defendant, said the kiew complainant, Trung long. When she was 16 years of age her mother sent her to complainant's house. She did not know she was to be his wife. She was a concubine. He If Japan had been able to assert a few years had a wife who, however, died four years ago. Shoughai, 908; Penang did not finish on ago a sort of Monroe doctrine as to Manchuria | As soon as winess went there complainant account of rain (The Singapore team having and Koren, says the Washington Post, her scoided her, and his cruelty continued until mide one more point than the Horgkong team she left him. On F. bruary 18th her motherin-law and complainant tied her hands and feet and beat her from head to foot. The day before that she had been told to go to " fater war must come. Russia continued her Neeves to borrow money. She had known defendant two years. She met him in her mother's house when he was in the service of the Sanitary Board. She had borrowed money from him the team. before the 18th of February at the request of complainant and the money was given to him. She left complainant on 5th March and went to a convent because complainant, after striking her, threatened to stab her. She went to Neeves to protect her and he took her to the convent. where she became a Christian, on the 27th June. She married defendant in a Roman Catholic Church. She did not wish to return

Cross-examined—She went to complainant's

complainant,

bouse in a chair. She did not see what sort of 1 a chair it was: she was covered up. She was married at Nam Tam because it was cheaper. There was no marriage feast. Neeves supported her at the convent from March to June.

By the Bench-For fourteen days complainant would not allow her to leave his bouse. Complainant's wife also ill-treated her down to the time of her death. The complainant did not maintain her properly and she had to earn her living by dressing hair and packing tea. The case was adjourned till to-day.

INTERPORT SHOOTING MATCH.

The Hongkong team, in the annual interport shooting match, fired off at the King's Park Range, Kowloon, yesterday afternoon. Al. though a moderate wind prevailed, the light was good, and the day all that could be desired The shooting also was of a high order and l eclipsed last year's total by four points. Firing took place at the 20", 500 and 600 yard ranges, lines. Above all, however, it will be essential Mr. M. S. Northcote, as usual, arranged the details, and, with his usual indefatigable energy. to them. When they said they had a complaint | had overything in readiness at the appointed hour for starting.

The umpires were: -Hon, L. A. M. Johnston. for Singapore; Captain D. Macdonald (Messrs. Butterfield & Swire) H.K.V.C., for Hongkong; Chinese of the other provinces for the purpose as well as for Shanghai.

The team representing Hongkong was com. posed of Captain G. P. Lammert, H.K.V.C., Ar-Sergt, Simons, R. W. K., Col. Sergt. Spooner, R. W. K., Col. Sergt. Bullock, R. W. K., C.-P.-O. W. Manning, R.N., Mr. J. Welsh, R.N., Mr. J. Parkes, Mr. J. C. Gow, Sorgt. R. Lapsley, H.K.V.C. and Sergt. J. Andrews, H.K.V.C.

The scores were as follows:---

|         |       | 200   | YARDS.             |      |
|---------|-------|-------|--------------------|------|
| Bullock | 1.0   |       | 5555544 ==         |      |
| Gow     |       |       | 5455545 ==         |      |
| Parkes  |       |       | 4554555 ==         | 33   |
| Welsh   |       |       | 5553545 ==         | 32   |
| Lapsley |       |       | 4555445 ==         | 32   |
| Simons  | 100   | 1.00  | $\dots 4445355 =$  | 30   |
| Manning | 111   |       | 3455445 ===        |      |
| Spooner |       |       | $\dots 2543555 = $ |      |
| Lammert | 4.6.4 | 411   | 5444434 ===        |      |
| Andrews |       | 4 . 1 | 3243444 =          | 24   |
|         |       |       |                    |      |
| -1      |       |       | CD-4-1             | 2004 |

|          |      |     | Tot   | al  |   |    |    | ,  |     |       | . : | 104  |
|----------|------|-----|-------|-----|---|----|----|----|-----|-------|-----|------|
|          |      | 500 | YAI   |     |   |    |    |    |     |       |     |      |
| Parkes A |      |     | 4 4 1 |     |   |    |    |    |     |       | 75. |      |
| Welsh    | 140  |     |       |     |   |    |    |    |     |       |     |      |
| Simons   |      |     |       |     |   |    |    |    |     |       |     |      |
| Lammert  | 10.1 |     | 1.11  | _   |   |    |    |    |     |       |     |      |
| Andrews  |      | 441 | 8 - 1 |     |   |    |    |    |     |       |     | 32   |
| Spooner  |      |     |       |     |   |    |    |    |     |       |     | 32   |
| Gow      |      |     |       |     |   |    |    |    |     |       |     | . 32 |
| Bullock  |      | 199 |       | - 3 | 5 | -5 | 4  | 5  | 4   | 5     | ==  | 31.  |
| Lapsley  |      |     |       | 4   | 3 | 5  | .5 | 4  | 5   | 5     | -   | 31   |
| Mauning  |      |     |       | 4   | 5 | 4  | 4  | 15 | 4   | 5     |     | 31   |
|          |      |     |       |     |   |    |    |    | TI. | . A . | , - | 210  |
|          |      |     |       |     |   | -  |    | •  | Ľ   | ota   | ļ.I | 319  |

|         |       |        |     |                  | 4      | TC            | er (F)            | 40,10        | ,  |
|---------|-------|--------|-----|------------------|--------|---------------|-------------------|--------------|----|
|         |       | -600   | TA2 | rps.             |        |               |                   |              |    |
| Welsh   | 7     | plant. |     |                  | 4.5    |               |                   |              |    |
| Lammert | 111   |        |     | 45               |        |               |                   |              |    |
| Simons  |       |        |     |                  | 54     |               |                   |              |    |
| Lapsley | 1 11  | 200    |     | 44               | 55     | 4.5           | 5 :               | = 32         |    |
| Gow     |       | 1.5.1  | 443 | 35               | 54     | 50            | 4                 | = 31         |    |
| Manning | , .,  | * * *  | *** | 35               | 4 8    | 0) 11<br>14 8 | · ·               | = 29         |    |
| Bullock | 1.34  |        | *** | 40               | 4 3    | 98 63<br>15 9 | 1 440 3<br>2 AL 3 | = 20<br>= 29 | ì  |
| Andrews | * 1.7 | 4      | 11. | 49 A)<br>  15 A) | A . S. | A 5           | A.                | = 28         | 2  |
| Parkes  |       | 1.7    | .6+ | 9 4              | 23     | K 4           | 1                 | 24           | í  |
| Spooner | 4 7 1 |        | *** |                  |        | 9.3           |                   |              | -  |
| * .     | 7     |        |     |                  |        | T.            | del               | 206          | 'n |

|         | -1-    | v.   | Tot  | al 306 |
|---------|--------|------|------|--------|
|         | AGGREC | ATE, | •    |        |
| 111 150 | 200    | 500  | 600  | Total  |
| Welsh   | 32     | . 33 | 34   | .89    |
| Gow     | 33     | 32   | 31   | 96     |
| Lausley | 32     | 31   | 32   | -95    |
| Simons  | 30     | 32   | 32   | 94     |
| Parkes  | 33     | 33   | 28   | 94     |
| Bullock | 33     | 31   | · 29 | 93     |
| Immmert | 28     | 82   | - 32 | 92 -   |
| Manning |        | 31   | .59  | s 90   |
| Spooner | 45.11  | 32   | 24   | .85    |
|         | 45.4   | 12/2 | 4345 | OW     |

The record of the Interport Rifls matches as follows:---1889: Shanghai, 819; Singapore, 777; Hong-

1890: No match. 1891: H. ngkong, 867: Shanghai, 830; Singapore, 741. 1892: Hongkong, 835; Shanghai, 810 Singapore, 752. 1893: Hongkong, 822; Sharghai, 802 1834: Hongkong, 823; Singapore, 817

Shanghai, 760. 1895 : Singapore, 934; Shanghai, 903; Hong-1896: Hongkong, 916; Shanghai, 900 Singapore, 870. 1897 : Singapore, 934; Hongkong, 916

Shanghai, 860. 1898: Hongkong, 934; Singapore, 923 Shanghai, 893. 1900: Hongkong, 930; Singapore, 9(9;

19 1: Hongkong, 901; Singapore, 8:4; Shanghai, 841; Penang, 721. 1902 : Shanghai, 926; Singapore, 893; Hongkong, 871; Penang, 871.

1903: Singapore, 927; Shanghai, 915; Hongkong, 801; Penang, 750.-1904: Singapore, 919; Hongkong, 919 600 yards was declared the winner.

The Shanghai selected team consists Messrs. T. H. U. Aldridge, W. Brand. Christie, C. Dewing, J. Gibson, Chas. Hill J. Johnson, Kawanami, W. O. Lancaster, E H. Lynch, J. McDowell, P. Mackintosh, H. E. McCanu, C. Moore, C. Richards, J. E. Watson. Lieut.-Col. Watson has consented to captain

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--On the 12th at 11.55 a.m. The barometer has and Nogosaki. risen over Japan and the cosst of China.

and lowest over the S. Philippines Gradients continue slight, and fresh N. monsoon may be expected in the Formosa Channel and the N. part of the China Sea. Forecast :- Moderate N.E. winds ; fine.

JAPAN'S TASK AFTER THE WAR.

A very interesting article by the Japanese ex-Prime Minister, Count Okuma, one of the most brilliant of the Elder Statesmen, and head of the Progressive party, appeared in the Outlook last month discussing the work of economic development which lies before Japan in Kores and Manchuria.

In Count Okuma's opinion, "economic Japan has suffered far more by the indirect loss" of productive power during the war "than by the direct expenditure of treasure." He looks forward to making good those loves by developing agricultural, industrial, and mining enterprise in the regions where the war has been fought, and had to be fought, in order to secure for Japan a legitimate field of economic expansion on the mainland. After enumerating some of the undertakings to which his countrymen should apply themselves, Count Okuma

"If these and other undertakings are above the strength of individual or syndicates' capital, it will perhaps remain for the State to step in. We have seen an example of such nation intervention already in the case of the Scoul-Wijn railway. The natural extension of this track will lead across Manchuria, and will link up with the whole network of the Chinese and Siberian to preserve the fullest freedom of enterprise. If these are great and desirable enterprises which to execute may to be beyond our present capacity, let us call in Englishmen and Americans as partners in the work. And we must constantly impress upon all Japanese the importance of maintaining the best relations with the Manchurian natives and with the of common work of progress and development Under all circumstances, however, the principle of the "open door" must be guaranteed. New acquisitions of territory are not to be thought of and Manchuria must be restored to

"There are many in Jopan who believe that nothing but territorial conquest can bring us solid advantage. That is not the case now that the influence of Japan has acquired an over-shadowing preponderance in Korea and Manchuria. 'In any event, Japan has made the giant stride from her Island to the Continent, and has planted there a steady foot. We stand at the threshold of an unprecedented expansion in a momentous field of enterprise, and before the dawning of one of those eras which shape the fate of a people."

ADMIRALTY CHARTS AND TH

MERCANTILE MARINE. In a recent lecture prepared by Lieut. H. W. H. Helby, R.N., and read at the Royal United Service Institution, dealing with the all-important subject of sea sounding and admiralty charts, it was stated that so much reliance, and such simple faith is exercised in the use of these charts by the officers of morchant ships, that steamers having them in use rarely trouble to use the lead except under very exceptional circumstances. To this sweeping and damaging assertion the only representative of mercantile marine officers who contributed to the discussion-Commander W. F. Caborne, R.N.R.—could offer no denial; in fact, he supported the statement, and declared that many strandings of merchant vessels were due entirely to neglect of the use of the lead. The high testimonial which this simple faith in the charts issued by the Admiralty Hydrographic Depart ment evidences is naturally flattering to that department, but to the owners of vessels thus navigated by the brains of a Government department it will not be reasuring news, while underwriters would or well to note the facts thus adduced. Commander Caborne declared that the British Hydrographic Department is the best in the world. This may be so, and we hope it is the case. This fact notwithstanding, however, it would spear that the navigation of the British mercantile marine, loaded with the riches of the world, and carrying more passengers than that of any other country's ships should be carried out in the particular, rather than in the general way of searching the bottom to localise shoals and rocks, and is should not be sufficient to avoid dangers which have been discovered and charted.

Lieut. Helby in his lecture demonstrated how easily a so-called "pinnacle rock" might be passed and repassed without discovery by the most careful surveyor, seeing that it is impossible to take soundings over every foot of the ocean's bed. The older charts were compiled on such wide lines of soundings that a rock a quarter of a mile in diameter at the base might remain undetected unless the sounding line of the surveyor happened to run over it; otherwise, it being between the sounding lines its existence would be undetected, and it would only be discovered by the simpe but costly process of a vessel striking apon it. The same rule is to be applied in a lesser degree to modern and more closely surveyed charts, and that captain of a ships who ignores his leadline and trusts implicitly to the accuracy of his chart does so at his peril, and will certainly have little sympathy should his vessel strike an unknown danger. With the high speed and swift transit now expected from warships and liners the hand lead is, except occasionally, impossible, but the deepsea sounding machine is ready at the pavigator's hands, and it is the duly of musters of these huge vessels, with adequate and unvecessary instruments at their disposal, to use them in the interests of the property and lives committed to their care. - Naval and Military Record

JAPANESE STEAMSHIP LINE TO PHILIPPINES.

The following Tokyo dispatch is extracted from the Japan Advertiser :-Capital has been obtained among financiers here for a steamship service between Mauila

and Japan. The promoters of the company are business men resident in Manila, who were led to make application to Japanese capitalists because they believed that the raising of the needed money for establishing the line could not be effected from American sources. Among the promotors is Raphael de Castro Midalgo, chairman of the Manila Chamber of Commerce. Midaglo has been prominent in the anti-American crusade in the Philippines; and after the massacre of Cap'ain Farl-y and his men in the interior, about five years ago, was arrested charged with running gans to the natives.

Induence was brought to bear at Washington and President McKinley pardoned him on his promise to stop supplying the natives with guns. Midalgo recently sailed from America for England, where he is to purchase six steamships having a gross tonnage of about 2,000 tons each. The service that it is proposed to establish b tween Manila and Japan will be a tri-weekly one. Yekohama will be the main Japanese port of the line and calls will be made at Kobe

In connection with this enterprise it may be Pressure is highest over the Sea of Japan, noted that a great deal of Japanese capital is now finding its way to the Philippines. The reluctance of American financiers to invest money, in the islands until the railroads are built is not being followed by the Japanese, who look upon the prospects held out by Philip- | she is due to arrive at noon to-morrow. pine enterprises as unusually promising.

THE

FOLDING BROWNIE." A PERFECT POCKET CAMERA,

\$12.00.

LONG, HING & Co., No. 17, Queen's Road.

#### THE BURLINGTON.

2, PEDDER STREET. OPPOSITE THE HONGKONG HOTEL

UP-TO-DATE ESTABLISHMENT FOR

MILLINERY GOODS AND COSTUMES.

VALUE IN THE COLONY. BEST

LARGEST STOCK OF HATS AND SHOES

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

THE BOYCOTT IN CALCUTTA.

The Boycott movement in Calcutta has not gained in strongth during recently says the Englishman, and Northern Calcutta is now resuming its normal aspect. The vendors of eigarettes have again made their appearance and natives do not show so much hesitation in entering shops where European goods are sold. So far as the wholesale business in piece-goods is concerned we learn that the bulk of the loss has fallen upon Marwaris. The Manchester mills have orders booked in some cases two years ahead and there was practically no fear of their being affected by the toyoott for some time to come and then only if it spread generally. The hope expressed by the leaders of the movement that the Bombay mills would obtain the boycotted British trade was based on a misconception of the conditions under which the Bombay piecegoods business is carried on. Bombay is working full time to meet orders from China, and it would be impossible for that Province to meet a sudden rush from Bengal. The stoppage, then,

of trade has only been temporary, and it is hoped that in a few weeks matters will go on as before. In the meanwhile the Manchester Chamber of Commerce is to be congratulated on the good sense it has shown in its soothing reply to the frantic telegram from the Calcutta Marwaris. One may very well believe that it was not the intention of the promoters of the movement to hurt their own countrymen, but this is what they have succeeded in doing. The bigger Indian merchants, of course, are in a position to recover their losses, but a large number of retail shop keepers complain that they are really ruined. Some sold off their European goods by stealth at below cost price and laid in a stock of inferior country made articles at prices far above the average. Now the latter are lying on their hands. The same may be said of the Marwaris who have ordered dhot is at any cost from Bombay. The European community has hardly been affected at all, and, doubtless, the bitterness that was first roused by the contemplation of the weapon the Bengali students had been instigated into using will soon give place to a feeling of amusement at the extraordinary shortsightedness of the people who forged it. On the other hand the Marwaris, Mahomedans, and others who have really suff-red are full of threatenings and anger. The boycott is hardly likely to be repeated, but the present sufferers declare that if it does revive they will employ up country darwans for the special purpose of

A CABLE TO CONNECT SHANGHAI AND YAP.

dealing with the students who attempt to

picket the entrances to their offices and shops.

However, all is well that ends well, or, at leats,

that promises to end well, for the movement is

not yet dead in the mora sil districts though

languishing In Calcutta.

The German steamer-Stephan has brought out to the East a submarine cable which she picked up at Nordenham. It is to be laid for the German-Dutch Telegraph Company from Shanghai to Yap, one of the Caroline Islands, a distance of about 2,000 miles. Mr. Giessia, the engineer in charge of the cable, was on board with a staff of cable assistants. It is expected that it will take about twelve days to lay the cable. This will be done under the supervision of Mr. Deadlove, of the firm of Messrs. Clarke, Ford, and Taylor, London. The work of laying the cables was to be commenced on October 8th, and finished before the end of the month, after which the vessel will proceed to Batavia on special work.

STRAITS SETTLEMENTS ESTIMATES,

The Straits Settlements Estimates for 1906 show that the revenue for next year is estimated at \$9,479,064. This compares unfavourably with the probable revenue for this year, \$11,453,742, and with the actual revenue for ust year \$10,746,517.

As may naturally be expected from the foregoing statement, estimated expenditure dwindles to \$9,693,220. The figures for this year are estimated to work out at \$11,360,240, whilst the actual expenditure for last year was

the Colony, and spirits \$1,200,000. Of these totals it is expected that Penang will contribute Storage available at East Point. Stores will \$1,580,000 and \$540,000 respectively. figures under "Licences" show a decrease as compared with this year and last year.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan arrived at Vancouver on Wednesday, the 11th October at

The N.Y.K. chartered str. Courtfield left Bombay on the 3rd inst. and Tuticoria on the 9th inst. and is expected to arrive at Hongkong about the 24th inst.

The P. & O. str. Mazagon left Singapore for this port on the 11th inst. at noon. The Beston Co.'s str. Tremont sailed from Seattle on the 9th inst. for the usual ports. The C.P.R. str. Athenian arrived at Nagasaki at 10 a.m. on Thursday, the 12th inst., and left again at 5 p.m. same day for Shanghai, where entrance to the Hongkong Hotel).

# ROBINSON

PRACTICAL PIANO

EXPERTS.

MANUFACTURERS,

REPAIRERS.

PIANOS AND

ORGANS RENOVATED, REBUILT.

REPOLISHED

COMPETENT WORKMEN.

ESTIMATES FREE.

"OWN MAKE"

**PIANOS** 

IMPORTED PLANOS

FROM \$300.

SECOND HAND PIANOS RETURNED FROM HIRE AT LOW PRICES.

From \$375.

INSPECTION INVITED.

Hongkong, 23rd September, 1905. | 2055

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO.

COLD STORAGE.

Hongkong, 3rd October, 1900.

Under the heading "Licences," opium is expected to put \$5,112,000 into the coffers of THE Honorone Ice Company, LD., have now 40,000 Cubic feet of Cold The be Open at 10 A.M. and 4 P.M. daily, Sunday. excepted to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

> DR. NEWELL DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations.

Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the side

Hongkong, July 5th, 1905.

NOTICE.

THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sup-

# NEW ADVERTISEMENTS

WANTED.

COMPRADORE with \$6,000 cash.

Apply to-Care of " Daily Press" Office. Hongkong, 13th October, 1905. TO LET.

TO. 1, WEST END TERRACE.

FIRST FLOOR of No. 10, Queen's Road Central,

Apply to-WANG HING, 10, Queen's Rd. Central. Hongkong, 13th October, 1905, [2328] TO LET.

CEMI-DETACHED VILLA inGARDEN Bright and Airy Rooms. Cras and Escourto all situated at Tau Po Street (多質大街) Bright and Airy Rooms. Gas and Electric the Harbour. Rents very moderate,

Apply to-H. RUTTONJEE. No. 5, D'Aguilar Street, 36 & 38, Elgin Road, Kowloon. Hongkong, 13th October, 1905. IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Between The SOY KUT BANK, Plaintiffs

Action No. 355 of 1905.

CHAUTUNG SHANG, Defendant. Writ of Foreign Asset GIVEN that a on the 27th day of October, 1905, sgainst all. the property movable and immovable of the above-named defendant has been issued in the

action pursuant to Section 453 of the Hongkodg Cole of Civil Procedure, Dated the 11th day of October, 1905. BRUTTON, HETT & GOLDRING, . Solicitors for the Plaintiffs.

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction

On WEDNESDAY, the 18th October, 1995, at 1,30 A M., at Godown No. 3, of the Hongkong and Kowloon Wharf & Godown Co., Ld., Wost Point (FOR ACCOUNT OF THE CONCERNED), 350 INGOTS TIN.

TERMS :-- Cash on delivery. GEO, P. LAMMERT,

Auctioneer. Hongkong, 13th October, 1965. "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

HE Steamship

"BENVENUE," Captain Kroble, will be despatched as above on or about MONDAY, the 30th October.

For Freight apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th October, 1905. OCEAN STEAMSHIP COMPANY, LIMITED. AND

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CALCHAS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. 'The Cargo will be ready for delivery from Craft or Godown on and after the 14th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th October. No Claims will be admitted after the Goods have left the stenmer's Godown, and all Goods remaining undelivered after the 18th October

will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 21st October, or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 11th October, 1905 [9-10 FROM HAMBURG, BREMEN, ROTTER-DAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"RHAETIA." Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to sera in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her dismarge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 19th Oct., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th October, 1905: 12332 REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required.

Apply in writing to-Messrs. JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central. Hongkong, 4th September, 1905. 2050

INTIMATIONS. WANTED.

SPORTING DOG. A good Pointer or Setter. Must be well trained to the

" R. D. H." Apply to-British-American Tobacco Co., Ld., 18, Bank Buildings, Queen's Road, Hongkong. Hongkong, 11th October, 1905.

HONOKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held CITY HALL, TO-MORROW (SATURDAY), the 14th October, 1905, at 12.15 P.M.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 30th September, 1905.

TOTICE IS HEREBY GIVEN that the undersigned has agreed to buy from the MA SING YIP TONG (馬承戴堂) one half of a lily field (area I mow and 2 fun), and ROAD, near the Ferry, with five fice one piece of flat ground (area about 30 chengs)

near Lan's Garden of Cauton City West. place on the 13th of October, 1905. Any persons having mortgage interest or other lieus on the above-mentioned properties are requested to notify the purchaser at once with a view to a sett'ement before the completion of the purchase, otherwise the new-purchaser will not be responsible after the completion of the ригећане.

> LIN YEE YUEN TONG. 連 貽 遠 堂

Hougkong, 11th October, 1905.

THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that ME. OTTO GUSTAV WOLFF, Merchant of Hamburg, Germany, has on the 15th. day of July, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE-MARKS: "The representation of an Indian Prince

sitting on a horse" "The representation of two cats playing together": in the names of Otto Gustav Wolff, and HIERONYMUS RUDOLF PETERSEN, trading

under the style of F. M. WOLFF, Hamburg, who claim to be the sole proprietors thereof. The TRADE MARK No. 1 has been used by the applicant since the 8th January, 1898, in respect of the following goods :-SOCKS AND HOSIERY IN CLASS 38.

The TRADE MARK No. 2 has been used by the applicant since the 8th January, 1896, in respect of the following goods :-PRECIOUS METALS, ETC .- including Gold and Silver Thread in Class 14. GENAPPE

CORDS in Class 33. A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hong-

Dated this 14th day of September, 1905. LAUTS, WEGENER & CO., Agents for the Applicant.

BOARD AND RESIDENCE

BOARD AND RESIDENCE. MAURNISHED BEDROOM with BOARD

in best part of Kowloon. Moderate  $\mathbf{M}_{\cdot \cdot} \mathbf{C}_{\cdot \cdot}$ Apply— Care of "Daily Press " Office. Hongkong, 25th September 1985 [2197]

FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. .

Apply to-Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Boad, (late of "Tang Yuon.") Hongkong, 27th June, 1905.

BOARD AND RESIDENCE.

TRS. GILLANDERS "GLENWOOD,

27. CAINE ROAD. Hongkong, 20th September, 1905.

BOARD AND RESIDENCE. N the Higher Levels, TWO ROOMS with Vorandah, and Good View of Harbour, suitable for Married Couple or two

Gentlemen. Apply by letter to-Care of "Daily Press" Office. Hongkong, 10th October, 1905.

FURNISHED ROOMS.

TO LET. LIURNISHED HOUSE. Drawing and Dining Rooms, four Bedrooms with Bathrooms and Verasdahs, Good View of Harbour. Rent moderate.

"VIEW." Care of "Daily Press" Office. Hongkong, 11th October, 1905.

TO LET. T ARGE FURNISHED BEDROOM, BATHROOM and BALCONY attached.

Electric Light, convenient locality. Apply to-Caro of "Daily Press" Office. Hongkong, 7th October, 1905.

TO LET. HURNISHED ROOMS with BOARD. Near Ferry, Kowloon; Tennis Court Near Ferry, Kowloon; Touris Court

attached. R. Market Care of "Daily Prest" Office. Hongkong, 4th October, 1905.

PUBLIC COMPANIES

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on N and after SATURDAY, 30th SEPTEM-BER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Les Voux Road, Hongkong

JOHN D. HUMPHREYS & SON. Liquidators. Hongkong, 22nd September, 1905. [218] UNION INSURANCE SOCIETY OF

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hougkong, on THURSDAY, the 19th October, 1995, at Noov, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1901 and for the half year ending 30th June; 1903, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society The Completion of the purchase is to take will be CLOSED from the 9th October to the 19th October, both days inclusive. . By Order of the Board.

W. J. SAUNDERS. Secretary. Hongkong, 15th September, 1905. 2136 CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS. FATHE TWENTY-FOURTH ORDINARY H GENERAL MEETING of SHARE HOLDER's will be held at the Offices of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th-to the 20th proximo, both days inclusive. JARDINE, MATHESON & CO., General Managers. Canton Insurance Office, Limited.

Hongkong, 27th September, 1905. TO LEE

TO LET.

OS. 3 & 4, OBSERVATORY VILLAS, KOWLOON, Five Roomed Houses Tennis Court.

ARRATOON V. APCAR & CO. 45. Wyndham Street. Hongkong, 13th June, 1905.

OFFICES TO LET.

IN ALEXANDRA BUILDINGS.

SECRETARY'S OFFICE. A. S. Watson & Co., Limited. Hongkong, 16th September, 1905, 2139 TO LET.

EVEN EUROPEAN . HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to- CHUNG SHUN KOO,

First Floor, No 10, Queen's Road Central Hongkong, 19th July, 1905.

TO LET.

NO. 3, MACDONNELL ROAD. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

TO LET.

Hongkong, 20th July, 1905.

FRAWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to-

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 30th Jane, 1905. 2261\_

TO LET.

1 O. 15, KNUTSFORD TERRACE, KOWLOON.

THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LU. Hongkong, 6th September, 1905. [2039] TO LET.

TEW "KINGSCLERE" with Stables 1 entrances in both Kennedy and Mac-Donnell Roads. For full particulars, apply to-

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905.

TO LET. T SEAVIEW, WANCHAI, Gap Road. TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Mrs. G. ALLEN

Apply to or to Mrs. H. WHITE, No. 4, Blue Buildings. Hongkong, 27th September, 1905. [22:2 SHOP TO LET IN QUEEN'S ROAD

CENTRAL. HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO Co. Possession from November 1st. For particulars.

Apply to- W. BREWER & CO., Queen's Road Hongkong, 15th September, 1905. [1949] HONGKONG CLUB. TO LET.

TIWO ROOMS on the Ground Floor of the annex, from let September next, suitable for Offices. For particulars apply to the C. H. GRACE, undersigned. Secretary. 1350 Hongkong, 1st June, 1905.

TO LET

TO LET. 66/11 HE EYRIE," Peak.

1. DES YŒUX VILLAS, Peak. Nos. 5,6 & 21, BELILIOS TERRACE. BUNGALOW (Furnished), at New Terriory, Kowloon, 4 Rooms, Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, So, with use of Electric Lift. Well suited for

Offices. LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 29th August, 1905.

TO LET. NO. 1, RIPON TERRACE.

OFFICES in course of erection. Connaught ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld.

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD Hongkong, 3rd August, 1905. TO LET.

RIOS. 2, 5, 6, BARROW TERRACE

KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG. Apply to-SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 12th July, 1905.

TO LET ON LEASE. LARGE DETACHED HOUSE, Very Lubstantially Built, Robinson Road Level. Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Partly Furnished (a new Burrough and Watt's Full-Sized Billiard Table included) Gas and Electric Fittings. Rent \$100 a month basides Taxes. Owner leaving for Europe shortly.

Apply to-Care of Daily Press Office. Hongkong, 28th August, 1905. TO LET.

NTO. 3, GRANVILLE AVENUE, KOW-LOON. Electric light. Immediate possession. Apply to-HUMPHREYS' ESTATE &

FINANCE CO., LD., Hongkong, 20th June, 1905. TO LET. 66 FILANG YUEN" No. 18, MACDONNELL

ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to-LUK CHEUK MAN,

No. 81, Queen's Road, Central. Hongkong 12th July, 1905. TO LET. QUITABLE for Offices, TWO ROOMS in

Prince's Buildings. Apply to— LAUTS, WEGENER & CO. Hongkong, 4th March, 1905. TO LET AT MACAO.

TOUSES Nos. 1 & 3, PENHA HILL known as Sam Kau Le). Apply to-F. A. DE CARVALHO,

Club Lusitano. Hongkong, 11th October, 1905. TO LET.

WELLING HOUSES on Pedder's Hill. Immediate possession. TWO ROOMS in COLLEGE CHAM-BERS. Immediate possession. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya, SECOND FLOUR of No. 6, DES VŒUX ROAD CENTRAL, formerly compled by the Standard Oil Co., of New York. FELOND FLOOR of VICTORIA BUILD-ING, formerly occupied by Meyer & Co.

Hongkong, 2nd September, 19.5. [2044 TO LET. NTO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

DAVID SASSOON & CO., LD.

Apply to-E. A. DE CARVALHO, 14, Arbathmot Road. Hongkong, 13th May, 1905.

TO LET. ODOWN. No. 3, NEW PRAYA. Kennedy Town.

Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. TO LET OR FOR SALE.

H NUNHEVED 33, Robinson Road. Apply to-HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905.

TO LET. FINE First-floor of YORK BUILDINGS (Opposite Messrs. GAUPP & Co.) For Offices.

Hongkong, 4th September, 1905. TO LET. IRY and COMMODIOUS ROOMS including Basement, in the Ground Floor of No. 3, Des Voeux Road. Suitable for

KELLY & WALSH, LD.

Offices or Shops. For further particulars, apply to-DORABJEE & CO.. King Edward Hotel. Hongkong, 13th September, 1905. [2113

INTO. 74, CAINE ROAD.

Apply-

No. 2, MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905.

**AUCTIONS** 

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction TO MORROW (SATURDAY).

the 14th October, 1905, at 2.30 P.M. at bis SALES ROOMS, Queon's Road, LADIES' DRESS MATERIALS CHILDREN'S DRESSES & PELLISSES, GAUZE, LACE, COMBINA. TIONS, HOSES, SOCKS, RIBBONS, TRIMMINGS, &o. LADIES' and CHILDREN'S BOOTS and SHOES.

GENTS' SUIT LENGTHS and SHIRTS. TERMS OF SALE :- As Customary. V. I. REMEDIOS. Anctioneer.

PUBLIC AUCTION. HE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY). the 14th October, 1905, at 2.30 P.M., at their

Hongkong, 12th October, 1905.

(Corner of Ice House Street), A LARGE ASSORTMENT OF JAPANESE CURIOS. Comprising :--OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK

SALES ROOMS, No. 8, Des Voux Road

EMBROIDERIES, OLD-BRONZES WALL HANGINGS KAKEMONOS. IVORY ORNAMENTS, &c., &c., &c., &c. Catalogues will be issued. TERMS :-- As usual. HUGHES & HOUGH,

Auctioneers,

PUBLIC AUCTION.

Hongkong, 12th October, 1905. [2321

MAR. GEORGE P. LAMMERT has received instructions to sell by Public Auction on

WEDNESDAY,

the 18th OCTOBER, 1905, at 3.00 P.M., at his SALES ROOMS, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong,

All that piece or parcel of ground situated at Victoria aforesaid registered in the Land Office as SECTION B of INLAND LOT No. 164. Area 760 equare feet or thereabouts; terms 75 years and 924 years: Crown Rent \$17.70; together with the messuage thereon known as No. 142, Queen's Road Central, Victoria, aforesaid.

For further particulars and conditions of sale s. w. Ts'o. Solicitor for the Mortgagee, or to GEO. P. LAMMERT:

Auctioneer.

WISITORS TO CANTON Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

Hongkong, 7th October, 1905.

CAPTAIN C. V. LLOYD (8.S. "HANKOW With Illustrations, Maps and Plans. Price ..... \$1.90

On Sale at-Hongkong: "DAILY PRESS" Office. Messra. Kelly & Walsh. Messrs. W. BREWEE & Co. Messrs, A. S. Watson & Co

Hongkong, 4th October, #03.

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INCORPORATED BY ROYAL CHARTER, 1858 HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE-

the rate of 2°/, per annum on the Daily balances, On Fixed Deposits for 12 months 4 per cent T. P. COUHRANE. Manager. Hongkong, 18th May, 1905.

DEUTSCH-ASIATISCHE BANK. AUTHORISED CAPITAL ...... Sh. Taels 7,500,000

BRANCHES ! Calcutte, Hankow, Peking. Tientain, Tsinantu, Tsingtau, Yokohama. Founded by the following Banks and Bankers :-KORNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

HEAD OFFICE-SHANGHAL

HOARD OF DIRECTORS, BERLIN.

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BAYERISCHE HYPOTHEKEN-UND WECHSEL-BANK, MUENCHE. LONDON BANKERS: Mesers. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BEELIN), LONDON AGENCY

NORDDEUTSCHE BANKIN HAMBURG, Hamburg.

SAL OPPENHEIM, JR., & Co., Koelo.

DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER,

Sub-Manager. Hongkong 9th September, 1905. [82 BANKS

HONGKONG SAVINGS BANK. THIR Business of the above Bank is condiceted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Roles may be obtained on application.

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J. R. M. SMITH, Chief Manager. Hengkong, 1st May, 1902 NTERNATIONAL DANKING

MORPORATION. Fiscal Agents of the United States in China the Philippine Islands and the

Republic of Panama. CAPITAL AND SURPLUS AUTHORISED ... ... Gold \$10,000,000 CAPITAL PAID UP ... ... Gold \$3,250,000 HEAD OFFICE: New York.

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Queen's Road, Central; Hongkong, 20th September, 1905. 1730

(INCORPOBATED BY SPECIAL IMPRETAL CHARTER

HEAD OFFICE: TAIPER, FORMORA. BRANCHES AND AGENCIES: Kobe Tamsui Nagasaki Tokio Fonchow Osaka

4. Queen's ROAD. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. S. SHIGENAGA, Manager:

> LIMITED. ESTABLISHED 1880.

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Hongkong, 22nd May, 1905. THONGRONG & SHANGHAL BANK-ING CORPORATION PAID-UP CAPITAL .....\$10,000,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS. H. A. W. SLADE, Esq.-Chairman. A. HAUPT, Esq.—Deputy Chairman. Hon. C. W. Dickson, H. Sohnbart, Esq. E. Shellim, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. N. A. Siebs, Esq.

> CHIEF MANAGER Hongkong-J. R. M. SMITH MANAGER: Shanghai-H. E. R. Hunter.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per ON FIXED DEPOSITS. For 3 months, 24 per cent per Annum. For 6 months, 31 per cent. per Annum.

For 12 months 4 per cent. per Annum. J. R. M. SMITH, Chief Manager. Hongkong, 19th August, 1905. THE MERCANTII F BANK OF

AUTHORISED CAPITAL ...... 21,500,000 SUBSCRIEED ...... 1,125,000 PAID-UP ...... 562,500 RESERVE FUND ..... BANKERS:

INTEREST allowed on Current Accounts at the rate of 2/, per annum on the Daily balance. OR FIXED DEPOSITE For 12 months ......4 /

Acting Manager. Hongkong, 30th June, 1905.

"H PINCKNEY FATHE BANK OF TAIWAN LIMITED

CAPITAL SUBSCRIBED .....Yen 5,000,000 

Yokohama Shanghai HONGKONG OFFICE:

Hongkong, 1st November, 1904. HHE TOKOHAMA SPECIE BANK

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED .....

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per annum on the daily balance. TAKEO TAKAMICHI. Manager.

INTEREST allowed on Current Account at RESERVE FUND-STERLING RESERVE ... \$10,000,000 SILVER RESERVE ... 8,500,000

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LONDON JOINT STOCK BANK, LIMITED.

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No more Constipation! No more Dyspepsia! No more Bilious attacks! No more Headache! No more Kidney and Liver trouble!

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Costs but little to convince yourself, buy a bottle if in need.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Led , Hong Kong.

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#### INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED HHE Undersigned having been appointed AGENTS for the above Company are

prepared to accept Risks against Firant current SIEMSSEN & CO. Hongkong, let January, 1904.

AACHEN AND MUNICH FIRE IN. SURANCE CO. OF AIX-LA-CHAPELLE. FITHE Undersigned, having been appointed

AGENTS for the above Company, ar prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO.,

Hougkong, 21st April, 1897 TORTH BRITISH AND MERCAN LE TILL INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904. £17,161,299.

AUTHORISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL ... 2,750,000. PAID-UP CAPITAL ...... II. FIRE FUNDS...... 3,001,266 12 The Undersigned, AGENTS for the above

against FIRE at Carrent Rates. SHEWAN, TOMES & CO., Agenia.

Hongkong, 30th June, 1905.

#### HONGKONG DIRECTORY

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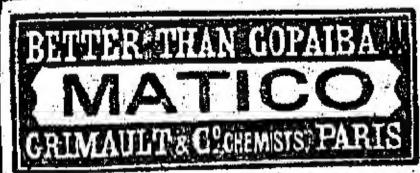
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Renowned Physicians prescribe Grimsult's Matico as the most active and at the same, time the most innoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Coparba, do not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the mare chroniccases,

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GRIMAULT'S INDIAN CIGARETTES For Asthmatic people who suffer from OPPRESSION in breathing, HOARSENESS, and BRONCHITIS, 1880MBIA, and DIFFICULTY. IN EXPECTORATION. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAULT & CO. PARIS

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#### NEW LONDON.

NOTES BY A HOME-GOING COLONIST.

A Ceylon contemporary publishes an interesting letter by a Colonist on the changes ! which have taken place in London during recent years. The following portion of the letter will interest all Londoners who have lived in oxile for half a dozen years:-

London itself is undergoing a change. Those who have not visited it for ten years or so would hardly recognise London to-day in some of its aspects-especially underground London, where thousands of people spend some "manuals 'quarts d'heure" every day. Who that knows only the "mader- ground" as it was, in the days of the music-hall song with its patheticstory of the man who saw it for the first time.

" And I asks moself with pine --In this box o'stinks a trino Or a hoptical demaion of the heye!"

Centainly it would seem an "optical delusion. of the eye" to those who remember its blackness and darkness and vapour of smoke to see clean, brightly-lit, comfortable trains, running smoothly by electricity, such as are new l rapidly superseding the old grimy rolling stock, both on the Metropolitan and on the District Railway. On January 1st the first electric train ran from Baker Street on the St. John's Wood Extension line, as it is called, to Harrow; and eventually it is hoped the whole extent on will be electrified. The writer travelled in one of these trains on the opening of this electrified branch and certainly he was electrified at the difference. The District trains, too - between Richmond and Whitechapel and Ealing to the city and East end are now electrically propelled.

And as complete a revolution in fares has come about in recent years, owing to the competition between trains, trams, 'bases and tubes. You can travel now in far more comfortable and better-lit carriages, third-class, than in the former first-class, for fourpence from, say, Hammersmith to the Mansion House and back, a journey which a few years ago cost about thirleen-pence.

Undoubtedly the "Tubes" -- aspecially the "Tupenny Tube," or the Central London Rail. way, to give it its proper name which is never used (except perchance at Board meetings!)have been the main factor in hastening the electrification of the rival lines and in the great reduction of fares. A uniform fare of 2d. is charged on the Central London Line-hence its nickname—and as this has proved so successful, at any rate to the travelling public if not so evidently as yet to shareholders—it is likely that the "lubes" now in course of contruction will regulate their fares according to this or some similar simple plan. There are already two or three electric underground railways work-Company, are prepared to ACCEPT RISKS ing-the South London, the City and Waterloo, and the Great Northern between Flusbury and the city; and there are in course of construction tubes," more or less near completion, between Baker St. and Waterloo, via Oxford Circus and Prafalgar Equare; the Brompton and Piccadilly line, Hampstead and the City, and one or two ing. Its conditions are not fair, and its results others.

But it is above ground that there have been the most evident changes; old landmarks in the form of well known buildings have disappeared and new roads have been made, entirely altering

the appearance of certain areas of London. In Piccadilly, for instance, the new Ritz Hotel is rapidly approaching completion, standing on the sites formerly occupied by the Walsingham House and the Bath Hotels. And "England's Home of Mystery," so dear to children-and their grown-up friends-is now broken up, and "Maskelyne and Cook's," if now "Maskelyne and Devarts," who, in new quarters at St. George's Hall in Langham Place, are still as mysterious as ever. St. James's Hall, too, - "Jimmy's" - is given over to the destroyer; and as I write these lines the halis that once saw the successes of many famous singers and musicians, and re-ochoed with the laughter which the dark minstrels of the Moore and Burgess company evoked so often, are in the hands of housebreakers, who are preparing the site for yet another huge hotel, to be called the "Picendilly." Just opposite the "Piccadilly" lies the great Popular Cafe, recently opened by Messrs. Lyons, the well-known caterers, where the attractions of "no tips" and good music, besides excellent means at very moderate rates, have ensured its continued

But it is in the Strand that the greatest changes and perhaps most improvements have arisen through a dispute between mas ers and been made: From a point just Eastwards of employees concerning a demand for an advance the Morning Post building in the Strand, a in wages, is in reality, an outcome of the splendid road has been made, and carried gambling in the staple which is at present (as right through to Holborn, meeting South on and off for some years past) being vigorously ampton Row; and at the Strand end carried on in New York, New Orleans, and it has been continued in the form Liverpool. If the price of raw cotton were not of a half circle, coming out again by so high as the speculating rings have made the Law Courts. The read running up the musters would in all probability, grant the to Holborn is "Kingsway," while "Aldwych" advance asked for; but as it it, they fear that is the semi-circular road running into the if cotton remains dear there would be no margin Strand, These new thoroughfares will no doubt of profit if wages were increased 5 per cent. be of first-class importance as business localities, and already some notable buildings have been proportions during recent years, and has had procted. On the Strand itself is Mr. George | such very grave consequences to the trade as a Edwardes new "Gaiety Theatre," nicknamed whole, that it has not infrequently been "Fort Edwardes," because of its rather fort-like. exterior, a building which has as much difference of opinion concerning its architectural beauty. as has the great Westminster Roman Catholic Cathedral. Just behind the Gaiety, on Aldwych, stands the handsome Walderf Theatre and Opera House, which has already had one short season. In Kingsway one of the most prominent buildings is the Holborn Restaurant, at | highly inflated value up to which in some years its junction with Holborn, and a little further | the season's crop is forced. It has been shown up on the right is the new Baptist Church | that cotton can be grown, distributed, and sold House. A shallow tram-subway from the to spinners in Laucashire and New England at Strand to Southampton Row, running under 3:d. a pound, everybody concerned obtaining a Kingsway, will afford a new and much needed | reasonable profit. When, however, there is a means of quick locomotion to Londoners; shortage, as was the case in 1903-4, the price of a means of transit which is likely to be largely | the raw material is naturally increased, but in developed in the near future. No mention of legitimate circumstances it need not be more the various changes made or proposed in London, | than 4d. a pound. A bale of American cotton dealing with the vitally important question of | weighs about-for it varies-485lb., so we may the traffic, would be complete without a reference | put down a bale as worth, to the spinner, about to the new service of steamers, inaugurated in £8. If, then, the whole crop yields some June by the London County Council. Though | 10,500,000 bales it will be seen that it has a real the service is by no means perfect, yet it has at | value of, in round figures, £84,000,000. It is least shewn what may be done to utilise the with this £84,000,000 worth of produce that the Thomes, which is London's best highway; quiet, operators, great and small gamble. clean, and even picturesque. Many a Colonist. The object of "bulls" like Mr. returning to the old country after his years of ex-cotton king, and Mr. Theodore Price, who coolie-driving on the hills or worrying with now practically rules the cotton market, is to will look with amazement on the " New London," have gone, and will doubtless regret that London little short of 9d a pound. The "bulls" might changes and progresses though he welcomes the in one day of heavy operations force up the

unchanged.

#### THE PHILIPPINES.

THE POMP AND CIRCUMSTANCE OF COLONIAL ADMINISTRATION.

A copy of the Washington Post recently received says :-- While Secretary Taft is in the Philippines he will have an excellent as necessary to us as the air we breathe. The opportunity for investigating the surprising first cry of a new-born infant is the plea for nction of Maj. Gen. Corbin in attempting to food, and the need of it ends only with life. push through a niggardly and upauthorized Had food been easier to obtain ages ago in piece of economy. Gen. Corbin had occasion Europe, there would be fewer white men in this recently to inspect the plans of the architect newly settled land, or possibly none. who has designed a magnificent system of These are plain truths, known to everybody, structures for the occupation of American What is not nearly so well-known is that one imperial colonial administration, and wisely only intolerable pain. Where that is the case, endeavoured to impress upon the Filipino, by the sufferer is a victim of indigestion. means of stately editices, a sense of the wealth | There are thousands of such sufferers in every and dignity of the United States. The plans part of the world. Among them, until recently, for the residence of the commanding general of was Mrs. Anna Olwage, of 104. Bultfontein the Division of the Philippines, for example, Road, Kimberley, C.C. "For more than five call d for an expenditure of \$100,000 gold.

enough to accommodate ninety couples on the | "I was nearly always constipated, which induced floor at one time, and a state dining-room that | me to resert to purgatives; but their only effect would seat a hundred persons. In the matter was to make me worse. Headache and Sleepof sleeping rooms, the plans called for sixteen lessness, so commonly attending constipation,

general and his family." States in its largest colony. Gen. Corbin by a very remurkable cure it effected in Johanpalace would cost only \$40,000, giving as an to-day I am as well and strong as any woman excuse that the commanding generals occupying | twenty years younger, a fact due entirely to the palace would have to be millionaries in order to keep it up as originally planned. He declared that thirty servants would be needed to run the establishment. His revised plans buildings in which British colonial officials are

providing for the proper shelter and protection of officers and enlisted men of the army on duty in the Philippine Islands," thus purposely giving the widest latitude to the War Department. Congress could hardly be expected, of course, to order the erection of palaces in so many words, on account of the narrow criticism of "little Americans," but it did the best it could. Is not a hint as good as an order, when the funds are supplied?

Secretary Taft should countermand Gen. Corbin's order, and thereby insure the construction of a palace that will properly impress the untutored Filipino. If the expense of main tonence becomes a little heavy, there is nothing to prevent the issuance of an order requiring the Philippine government to assume the load.

#### THE AMERICA CUP.

The fact that the designer who has been asked by Sir Thomas Lipton to model a new challenger for the American Cup has declined the commission, on the ground that the conditions of the race give British designers no hands being £8,000,000 it is no less than chance of success, ought to make the New York Yacht Club consider somewhat its would be if the gambler left cotton alone. position, says the New York American. American Cup race, while always a beautiful spectacle and an example of a very high type of sport, fails as a matter of fact, meeting the first condition of useful yacht racaccomplish nothing in the way of improving the type of useful yachts or sailing vessels. The conditions are not fair because the challenger must cross the ocean under her own canvas. making it necessary that she should possess a certain degree of stability. The American yacht may be, and usually has been, a mere obvious. It has been commented on by the Press of the country every year that the race

has been held. Such a race as the recent Transatlantic aided by unfavourable crop reports. struggle, in which yachts of almost every class and size braved the dangers of the passage from Saudy Hook to Sheerness, was worth some-To sail it required pluck and real sporting blood. Its results have shown what class of vessels is best fitted to deep sea craising. It will probably be found to have stimulated the building of real yachts instead of mere racing machines.

Sir Thomas Lipton's new designer, in making so vigorous a protest, has done true yachting a. service.

#### THE COTTON GAMBLE.

Mr. Charles Stirrup writing in the London | Daily Express says: -

The crisis in the cotion trade, which has

This gambling in cotton has assumed such suggested that the British Parliament and the United States Congress should take steps to prevent it. Yet, although it is now generally known that there is a great deal of such gambling, comparatively few people are aware of the colossal nature of the operations which

are carried out. To begin with, there is the matter of the

The object of "bulls" like Mr. Sully, the tea shares and rabber booms in the metropolis, make cotton as dear as possible, and they frequently succeed in foreing the price up to 5d. wondering where the old familiar land-marks 6d., or 7d., and even—as Mr. Sully did—to very innovations of Labour Commissioners, Agricul- price to the extent of a halfpenny a pound, as tural Societies, and Rubber Companies with was the case early in June this year-an operator of recent years, is reported to have outstretched hand. But he has this consolation: advance which means that £1,000,000 has been made immense same of money in a few recent " the Lane" is still there, untouched and added to the value of 1,000,000 bales. Suppose, then, that a million bales of cotton are sold in | meet with his Waterloo before long.

#### TEREE LUCKY WOMEN.

SUFFERERS FROM INDIGESTION TELL OF THEIR CURE BY MOTHER SEIGEL'S SYRUP.

Food is one of the first necessities of our lives,

officials in Manila. The architect took into may eat an abundance of good food and yet consideration the pomp and circumstance of starve, deriving from it, instead of nourishment,

years I suffered from a disordered stomach," "There was to be a state ball-room large she says in a letter dated December 5th, 1901 aside from those to be used by the commanding troubled me greatly. None of the many medicines and his family." So says a Manila paper which exposes the until I came to Mother Seigel's Syrup. My scheme to destroy the prestige of the United husband's attention was called to that remedy ordered a modification of the plans so that the nesburg. It proved a lucky thing for me, for Mother Seigel's Syrup.

Hardly less strong is the testimony of Mrs. Annie Palm, of 20, Bartel's Place, Beaconsfield, C.C., who writes thus on December 6th, 1904; call for a plain ordinary structure, absurdly "Three yours ago I suffered badly from concommonplace when compared with the ornate | stipation, for which I quite failed to find any means of relief. At last I consulted a doctor: and it proved a fortunate thing for me that I Corbin's action was taken too, in spite | did so, for he advised me to take a course of of the fact that Congress appropriated Mother Seigel's Syrap. Two bottles were suf-\$230,000 for "continuing the work of ficient for my cure, and in gratitude I have ever since recommended that medicine to my friends. Several of them have derived great ben-fit from it."

The experience of Mrs. Annie Albany, of Tucker Street, Wolhuter, Jeppestown, Transvaal, though slightly different, is fully as convincing as that of Mrs. Olwage and Mrs. Palm. Writing, February 6th, 1905, to Messrs. A. J. White (Colonial), Ltd., corner of Princess and Diesal Streets, Port Elizabeth, C.C., proprietors in South Africa of Mother Seigel's Carative Syrup, she says: "I suifered from indigestion for a number of years. At times the pain across my chest was dreadful. As my stomach could not retain food, I became very weak. Of the many medicines I tried only one gave me any relief, and to that I owe my cure. I allude to Mother Seigel's Syrup. To it I owe my present good health. It conferred upon me a new lease of life, freedom from pain, and a keen appetite."

the course of a day on the Exchange at 7id, a pound—and this has occurred—we have it that instead of the amount of money which changes £15,000,000-£7,000,000 more than it probably

The average price at which the short crop of 1903-04 was disposed of was 6 4-5d. a pound, and therefore us the crop was one of 10,125,000 bales; the price which it it realised was not £31,000,000, as ought to have been the case, but £137,000,000. In other words, the spinners who use American. cotton had to pay as much as £56,000,000 more than a reasonable sum in consequence of the grossly selfish and unscrupulous tactics of a number of rich men who wished to become richer at no matter whose expense. In May this year futures stood at about 4dd. a lb. -- a not unreasonable figure considering the tremendous racing machine, se weeky fit to go out of sight boom which the whole trade was enjoying but of land. The nutuirness of such a contest is now the price is about 54d, the advance having been brought about aimost entirely by the market manipulations of Mr. Theodore Price and his followers, whose speculations have been

Then as regards the amount of money which to all appearances, changes hands in one day on the New York Cotton Exchange. When the Government estimate of the season's crop was issued on Decamber 3, 1903, there was a wild rush to buy, and 1,600,000 bales were sold at | Mr. S. Bisney about 64d, a lb., that is, for nearly £21,000,000. Mr. W. S. Bissell On February 0, 1904, 2,000,000 biles—a record were disposed of at 64d, a lb., or for a total sum of £27,000,000.

The almost incredible immensity of the operations is thus obvious, but to all practical intents and purposes these operations are sheer gumbling, carried on by professional speculators. Of genuine purchases—that is, purchases of cotton intended for consumption in a millthere were but few.

If the daily sales of a busy fortnight were added together it would be found that to all appearances a season's crop had been disposed of. But the operations are carried on without cessation for month after month, and therefore we see that every bale of the staple is bought and sold over and over again—thrown about like a cricket ball from hand to hand. The men who buy the cotton have no legitimate use for it; they are merely speculating in differences. The bales are nothing but the counters in the game. If prices are showing a decided upward tendency a speculator may buy, say, a thousand bules at 5d. a. lb., and a couple of hours later, when the price has reached 41d., he will sell them. He bought them for about £10,000 "on the nod," as it were, and sells them for £10,500. The difference—£500—is his profit.

It may be argued that this is, after all, logitimate though perhaps nor praiseworthy business. Mr. A. F. H. Gibbs But then it so happens that a vast amount of Mr. C. Glover this buying and selling is absolutely bogus, for Mr. A. W. Grant -as everybody who has even no more than a Dr. F. Grone superficial knowledge of Stock Exchange trans. Mrs. F. Grone actions is well aware—it is a common practice | Capt. T. A. Hall for "bear" speculators to sell what they have Mr. P. L. Higginson not got, and nowhere is this more frequently Mr. R. L. Hirst done than on the New York Cotton Market. Mr. W. H. Holabird Hewaver, the "bulls" who wish to corner a Mr. & Mrs. Hollingsraw material must, of course, get hold of as much as they possibly can of the visible supply. The Bully clique did this very successfully. Eng. Capt. Hurst, R.N. They bought every bale they could, and the Mr. & Mrs. I. Ibolcon, more they bought the more the supply went up. But, of course, they bought only to sell, though Mr. G. H. Innes their sales had to be effected secretly-that is Mr. and Mrs. J. W. Mr. C. S Wight to say, the market had not to know whose sales they really were. The "bull" clique might, by means of their agents—who to all appear- Mr. P. R. Adams ances were acting in opposition to them-un- Mr. & Mrs. Ahberg load 200,000 or 300,000 bales in the course of a Mr. J. Brown day at a handsome profit, and then, confident of Mr. W. F. Couklin their ability to send prices up still higher, would at once set about repurchasing these self-same hales at a reduced price.

By tactics such as these the Sally "bull pool are supposed to have made about £4,000,000 previous to the time when the great slump Mrs. E. Hall caused all their schemes to collapse like a house Mr. A. A. Heimsoth of cards and bring them to rain. Mr. Theodore Mr Luiz Hidalgo Price, who is said to be the shrewdest cotton weeks, but Lancashire is in hopes that he will

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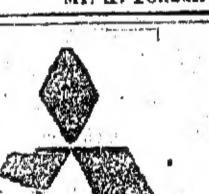
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TOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office. Hongkong 17th July, 1905.

Melchers & Co. CALCHAS, British str., 4,278, O. P. Williams, 11th Oct.,-Liverpool and Singapore 6th October, General.—Butterfield & Swire. HANGSANG, British str., 1.356, Wilde, 12th

Oct .- Shanghai via Swatow 8th Oct., General .- Jardine, Matheson & Co. MONADNOCK, U.S. monitor, 3,006, D. H. Mabau, 12th Oct .. - Manila 9th Oot, ONSANO, British str., 1,787. J. T. Davies, 12th October,-Probolingo 2nd October, Sugar, -Jardine, Matheson & Co.

PHOTRUS, Norwegian str., 1,024, N. C. Krabbe, 12th Oct ..- Tamsui, Amoy and Swatow 11th Oct., General.-Osaka Shesen Kaisha. RHAETIA, German str., 4,141. Behrens, 12th Oct .- Hamburg 30th August, General. ... Hamburg-Amerika Linie.

STETTIN, British-str., 1396, J. E. Farrell, 12th Oct.,-Singapore 5th Oct., Kerosene Oil.-Geo. McBain. URLANA, British str., 3,386, J. E. T. Butler, 12th Oct. -- Rangoon 29th Sept. and Singapore 4th Oct., General .- Jardine, Mathe-

son & Co. Жосном, British steamer, 12th October, from Canton.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 32th October. Blackgeath, British str., for Mororan. Calchas, British str., for Shanghai. Hangsony - British str., for Canton. Urlana, British str., for Yokohama, Yochore, British str., for Shanghai. DEPARTURES.

12th October. CARL DIEDERICHSEN, Ger. str., for Haiphong. CHIYUEN, thinese str., for Canton, CHOYSANG, British str., for Shanghai. COMBERMERE, British ship, for Australia-EIGER, Norwegian ste for Chinking. HAIMUN, British str., for Swatow. HANOL French str., for Haiphong. LINAN, British str., for Shanghai. MONADNOCK, U.S. monitor, for Canton.

SHIPPING REPORTS. The British str. Hangsang reports: Moderate N.E. winds and sea. The British str. Calches reports: Strong N.E. N.E. monsoon with fine clear weather.

The British str. Onsang reports: Moderate to strong N.E. winds and light to rough sea. The British str. Stattia reports: Strong N.E. winds with high sea and squally, with much rain and hazy weather.

LESSELS IN DOCK. 12th October. ABERDEEN DOCKS .-I OWLD & TOOKS. - Chevering, Kaipan, At.

#### VESSELS ON THE BERTH

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Coptain Belsito, will be despatched as above TO-MORROW, the 14th October, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

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Hongkong, 7th October, 1905. COMPAGNIE DES MESSAGERIES MARITIMES.

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"SALAZIE, Captain Eschenauer, will be despatched for the above ports on or about MONDAY, the 16th

G. DE CHAMPEAUX, Hongkong, 10th October, 1905. EASTERN AND AUSTRALIAN STEAM.

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"EMPIRE," Captain Helms, will be despatched for the above rorts on WEDNESDAY, the lat November. at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham ber, which ensures the supply of Fresh Provi

zions, Ice, &c., throughout the voyage.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowleon are marked K, nearest Hongkong H, midway between Hongkong and Kowleon M, and those vessels berthed at the Kowleon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| -   | . DESTINATION                           | VESSEL'S NAMES | PLAG & BIG | BENTH  | CAPTAIN                           | FOR PERIORT APPLY To                                   | TO BE DESPATCHED          |
|-----|---|----------------|------------|--|-----------------------------------|--|---------------------------|
| 1   | LONDON, &c., VIA USUAL PORTS OF CALL    | CHUSAN         | Brit. str. | , <del>policie</del> i i i i i i   | H. W. Kenrick, R.N.E.             | P. & O. S. N. Co                                       | On 21st inst., at Noon.   |
| 1   | LONDON & ANTWERP VIA SINGAPORE, &C      |                | 7          |  | A. L. Valentini                   | P. & O. S. N. Co                                       | About 25th inst.          |
| ١   | LONDON & ANTWERP                        | BENVENUE       |            | The second secon | Krobla                            | GIBB, LIVINGSTON & Co                                  | On 30th inst.             |
|     | LONDON, AMSTERDAM & ANTWERP             | DIOMED         |            | -  |                                   | BUTTERFIELD & SWIES                                    | On 24th just.             |
|     | LONDON, AMSTERDAM & ANTWERP             | MACHAON        | Brit. str  | _  |                                   | BUTTERFIELD & SWIRE                                    | On 7th Nov.               |
| 1   | LONDON, AMSTERDAM & ANTWERP             |                | Brit. etr  | *  |                                   | BUTTERFIELD & SWIRE                                    | On 21st Nov.              |
| 1   | MARSEILLES. &c., VIA PORTS OF CALL      |                | Fren.str   | ·  | Gregorj                           | MESSAGERIES MARITIMES                                  | On 17th inst., at 1 P.M.  |
|     | BREMEN, VIA PORTS OF CALL               |                | tier. str  |  | Foon Binzor                       | Миснива & Со   | On 25th inst., at Noon.   |
|     | HAVRE, BREMEN & HAMBURG VIA STRAITS, &C | SLAVONIA       | Gor, str   | -  | Rörden                            | Hamburg-Amerika Linie                                  | On 17th inst.             |
| ٠   | HAVRE & HAMBURG VIA STRAITS, &c         |                | Ger. str   | k.w.   | Habn                              | HAMBUEG-AMERIKA LINIE                                  | On 4th Nov.               |
| 1   | HAVRE & HAMBURG VIA STRAITS, &c         |                |            |  | Hoffschmidt                       | HAMBURG-AMERIKA LINIE                                  | On 10th Nov.              |
|     | HAVRE. EREMEN & HAMBURG VIA STRAITS. &C |                | Ger. str.  | k.w.   | Peter                             | T  | On 18th Nov.              |
|     | HAVRE & HAMBURG VIA STRAITS, &c         |                |            | k.w.   | Meyerdierks                       |  | On 29th Nov.              |
|     | HAVRE & HAMBURG VIA STRAITS, &c         |                |            |  | Hildebrandt                       |  | On 13th Dea.              |
|     | TRIESTE, &c., VIA SINGAPORE. &c         |                |            | 1  | L. de Stabile                     | SANDER, WIELER & Co                                    | On 29th inst.             |
|     | GENOA, MARSEILLES & LIVERPOOL           |                | 1          |  |                                   | BUTTERFIELD & SWIRE                                    | On 15th inst.             |
| 1   | GENOA, MARSEILLES & LIVERFOOL           |                |            |  |                                   | BUTTERFIELD & SWIRE                                    | On 15th Nov.              |
|     | NEW YORK VIA SUEZ                       |                | Ger. str   |  | Habel                             |  | About 31st Dec.           |
| L   | NEW YORK, VIA PORTS & SUEZ CANAL        | SATEUMA        | Brit. str. |  |                                   |  | About 13th inst.          |
| -   | NEW YORK VIA PORTS & SUEZ CANAL         |                |            | 1  |                                   | SHEWAN, TOMES & Co                                     | ()n 21st inst.            |
|     | VANCOUVER, VIA SHANGHAI JAPAN, &c.,     |                | Brit str   |  | R. Archibald, R.N.R               |  | On 18th inst.             |
| ,   | VANCOUVER VIA SHANGHAI JAPAN, &c.,      | ATHENTAN       | Brit. str  |  | S. Robinson, R.N.R.               |  | On 1st Nov.               |
| 7.  | VICTORIA (B.C.) & TACOMA VIA JAPAN      | SHAWMENT       | Am atr     |  | E.V. Roberts                      |  | On 19th inst.             |
| -   | VICTORIA (B.C.) SEATTLE, &c. VIA JAPAI  | Pregence       | Brit. str  | '  |                                   | D  | On 31st inst.             |
|     | SEATTLE, VIA SHANGHAI & JAPAN           |                |            | ,  | E. Francke                        |  | About 2nd Nov.            |
| 1   | PORTLAND, OREGON VIA SHANGHAI, &c.,     | ADADTA         | Ger. str   | · L  | Metzenthin                        |  | On 7th Nov., at Daylight. |
|     | AUSTRALIAN PORTS VIA MANILA, &c         | Current        | Brit. str. | 1 1 .  |                                   | O  | On 16th inst.             |
|     | AUSTRALIAN PORTSVIAF, WILHRLMSHAFEN     | PRING WALDEMAN | Gor str.   |  | Woltemas                          | Melchers & Co  | On 17th inst, at Noon.    |
|     | AUSTRALIAN PORTS VIA MANILA             |                |            |  | Helms                             | GIBE, LIVINGSTON & CO                                  | On lat Nov., at Noon.     |
|     | JAPAN VIA SHANGHAI                      | TJILATJAP      |            |  |                                   | . T  | Quick despatch.           |
|     | YOKOHAMA, VIA SHANGHAL, MOJI & KOBE     | Ponna          |            |  | C. R. Longdon, R.N.R.             |  | About 15th inst.          |
|     | YOROHAMA & KOBE                         | TSINAN         |            |  |                                   | When the same and the same and the Change and the same | On 5th Nov.               |
|     | TIENTSIN                                | Esand          | Brit. str  |  |                                   | JARDINE, MATHESON & Co                                 | On 24th inst., 3 P.M.     |
|     | SHANGHAI                                | ARCADIA        | Brit. str  | 1  | A G. Cubitt, F.N.B                | P. & O. S. N C.o                                       | About 19th inst.          |
|     | SHANGHAI                                | Yорном         | Brit. str. | . 1  |                                   | BUTTERFIELD & SWIEE                                    | To-day,                   |
|     | SHANGHAI.                               | HANGSANG       | Brit. etr  |  | Tanggar minuma acanaharana mamuni | The management of the company of the Class             | On 17th inst., 4 P.M.     |
|     | SHANGHAI, YOKOHAMA & KOBE               | BHARTIA        | Gor. str.  | k. w.  | J. Behrens                        | HAMBURG-AMERIKA LINIE                                  | To morrow at 5 P.M.       |
|     | SHANGHAI, KOBE & YOKOHAMA               | SALAZIE        | Fren ste   | -  | Eschouauer                        | MESSAGERIES MARITIMES                                  | About 16th inst.          |
|     | SHANGHAIL& KOBE                         | MAZAGON        | Brit. str  |  | W. H. S. Hall                     |  | About 2180 lust.          |
|     | SHANGHAI VIA SWATOW, AMOY & FOOCHOW     | Тинмен         | Ger. str   | !  | A. Hansen                         | OSAKA SHOSEN KAISHA                                    |                           |
|     | SHANGHAI VIA SWATOW, AMOY & FOOCHOW     | FRITHJOF       | Nor. str   |  | Haraldsen                         | I O Character I a south                                | On 27th inst., at 8 A.M.  |
|     | NINGPO & SHANGHAI                       | YUNNAN         | Brit. str  |  |                                   | BUTTERFIELD & SWIRE                                    |                           |
| 1.2 | ANPING VIA SWATOW & AMOY                | PROMISE        | Nor. str.  |  | Thorstonson                       | OSAKA SHOSEN KAISHA                                    |                           |
|     | TAMSUI VIA SWATOW & AMOY                | DAIGE MARY     | Jap. str.  |  | G. Tagami                         | J (Isaka Shosen Kaisha                                 |                           |
|     | MANILA                                  | YUENSANG       | Brit. str. | 7  |                                   | 1 Tanana Managaran D Co                                | To-day, at 4 P.M.         |
|     | MANILA                                  | TEAN           | Brit. str. |  |                                   | BUTTERFIELD & SWIRE                                    | On 17th fast.             |
|     | MANILA                                  | ZAFIRO         | Brit. str  | - 1  | R. Rodger                         | SHEWAN, TOMES & Co                                     |                           |
|     | CEBU & ILCILO                           | Kaifong        |            |  |                                   | BUTTERPIELD & SWIRE                                    | On 24th inst.             |
|     | ANOY & MANILA                           | Rubi           |            |  | A. H. Notley                      | ] Shewan, Tomes & Co                                   |                           |
| ,   | SINGAPORE, PENANG & CALCUTTA            | LAISANG        |            |  |                                   | Jardine, Matheson & Co                                 | On 24th inst., S P.M.     |
|     | SINGAPORE, PENANG & CALCUTTA            | LIGHTNING      |            | _  | J. G. Spence                      | DAVID SASSOON & Co., LD                                | On 17th inst., at 3 P.M.  |
| •   | BOMBAY VIA SINGAPORE & PENANG           |                |            | *  | Belsito                           | 1 ~  | To-morrow at Noon.        |
|     |   |                | ,,         |  |                                   |  |                           |
| 4   |   |                |            |  |                                   | W  |                           |

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CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC

PROPOS. SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). "EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct. "ATHENIAN"...... 3,882 Tons Com. S. Robinson, B.N.R. WEDNESDAY. 1st Nov. "EMPRESS OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 15th Nov. "TARTAR" ...... 4,425 Tons Com. W. Davison, R.N.B. WEDNESDAY, 29th Nov. "EMPRESS OF JAPAN "6,000 Tens Com. H. Pybus, R.N.B. WEDNESDAY, 13th Dec. Hongkong to London, lat Class ....... via St. Lawrence £60. via New York £6?. Intermediate on Steamers, and 1st Class Rail .....

FRAHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIRP passing through the if famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navil Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments. For further information, Maps, Guides. Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agon Corner Pedder Street and Praya, opposite Blake Pier

#### NORTHERN GREAT STEAMSHIP COMPANY.

FOR SFATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.) Will be despatched from HCNGKONG as follows:

"DAKOTA," Captain E. FRANCKE, on or about THURSDAY, 2ND NOVEMBER. " MINNESOTA,", Captain J. H. RINDER, .. TUESDAY, 19TH DECEMBER. Conveying Cargo to the Pacific Coast. United States, and Canadian Overland Common Points :

also Passengers to the United States, Europe, &c. These Steemers are luxuriously fitted with spacious SUITES and STATEROOMS: equipped with CIRCUI ATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY. &c. Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;

and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacitic Express Companies. Trans-Pacific Cabin Passengers by this line orn, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yekohama WITHOUT I XIRA CHARGE. Also FIRST-CLASS RETURN TICKETS to thoughai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA,

AGENTS.

Acting Superintendent.

Hongkong, 4th October, 1905.

Hongkong, 18th October, 1905.

# STEAM NAVIGATION COMPANY.

| ,11      |                     |  |                                 |                       |              | 7                     |                            |
|----------|---------------------|--|---------------------------------|-----------------------|--------------|-----------------------|----------------------------|
| D,       | 10 p. 14            | FOR                                    | 2                               |                       | ERS          | TO BAIL               | REMARKS.                   |
|          | YOKOHAL<br>MOJI and | AVIASHA<br>KUBE                        | inghai,} 1                      | C. R. Longd           | en, R.N.R.   | About 15th October    | Freight only.              |
| ve<br>T, | SHANGHA             | ı                                      |                                 | RCADIA<br>A. G. Cubit |              | About 19th<br>October | Freight and<br>Passage.    |
| nd<br>n- | LONDON OF CALL      | ec., via Us                            | UAL PORTS)                      | H.W. Rem              | ick, R.N.R,} | Noon, 21st<br>October | See Special Advertisement. |
| h,       | SHANGHA             | I & KOB                                | E}                              | IAZAGON<br>W. H. S. H | }            | About 21st<br>October | }Freight only,             |
| of<br>10 | COLOMB              | and Al<br>APORE, I<br>IO, PORT<br>LLES | YTWERP<br>PENANG. I<br>SAID and | PERA.<br>A. L. Valent | ini)}        | About 25th<br>October | Freight only.              |
|          |                     | or further                             | Particulars, s                  | pply to               |              | L S                   | LEWIS,                     |

# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhage LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SAILING DATES. DESTINATIONS. \* SLAVONIA..... | HAVRE, BREMEN and HAMBURG ..... On 17th Oct. Freight & (Calling at Singapore, Penang and Colombo) Passengers Capt. Rorden .....) HAVEE and HAMBURG..... Freight On 4th Nov. Passengers (Calling at Singapore, Penang and Colombo) Capt, Hahn ..... HAVRE and HAMBURG ..... On 10th Nov. Freight. Capt. Hoffschmidt (Calling at Singapore, Penang and Colombo) SENEGAMBIA .. ( HAVRE, BREMEN and HAMBURG . Capt. Peter ..... [ (Calling at Singapore, Penang and Colombo) C. FERD. LAEISZ (HAVRE and HAMBURG ...... On 29th Nov. Freight. 

NUBIA ...... NEW YORK VIA SUEZ ....... About 3 ist Freight. Capt. Habel ..... with liberty to call at the Malabar coast December. \* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabina amidships. Lighted throughout by electricity. Duly qualified

doctors are carried. For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE. No. 1. Queen's Building.

#### HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

#### CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP      | TONB,     | CAPTAIN      | FOR            | SAILING DATE.           |
|----------------|-----------|--------------|----------------|-------------------------|
| RUBI           | 2540      | A. H. Notley | Amoy & Manila. | Fri., 13th Oct., 4 P.M. |
| ZAFIRO         | 2540      | R. Rodger    | Manila.        | Sat., 21st Oct., Noon.  |
| For Freight or | Passage a | pply to      |                |                         |

Hongkong, 9th October, 1995.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

YORK.

CANAL.

HONGKONG-NEW AMERICAN ASIATIO STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... On 21st October. For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 5th September, 1905.

#### PORTLAND & ASIATIC STEAMSHIP CO

PEOPOSED SAILINGS FEOM HONGKONS, B'HAI VIO INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. STEAMBHIP TO SAIL AT DAYLIGHT OF CAPTAIN Motzenthin..... November 7th, 1905. "ARABIA"...... 4.483 "ARAGONIA" ..... 5,198 "NICOMEDIA" ..... 4,370 Wagemann..... December 22nd, 1905. "NUMANTIA" ..... 4,370 Foldtmann ...... January 7th, 1905. Through Bills of Lading issued to Pacific Coast Points and a Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT. Hongkong, 4th October, 1905.

#### VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" ... "WRAY CASTLE" "LOWTHER CASTLE" ... to follow. for Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong. 10th October, 1905. 2105-2135 COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT. MARSEILLES, LONDON, HAVRE, BORDEAUX. MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"CALEDONIEN," Captain Gregori, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "AUSTRALIEN," bound for Marseilles via Bombay and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows: ... ... 31st Oct. S.S. "OCEANIEN" S.S. "SALAZIE" G. DE CHAMPEAUX.

Agent. Hangkong, 4th October, 1905. FOR SINGAPORE, PENANG AND CALCUTTA. HE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above ports on TUESDAY, 17th inst., at 3 P.M. For Freight, apply to DAVID SASSOON & CO., LD.,

Agents. Hongkong, 10th October, 1905. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA. PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"CHUSAN," Captain H. W. Renrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st October, at Noon, taking passengers and cargo for the sbove ports in connection with the Company's s.s. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London: other cargo for London, &c., will be convoyed from Bombay by the R.M.S. Moldavia due in London on 2nd December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Acting Superintendent. Hongkong, 9th October, 1905.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and

ADBIATIC PORTS). HE Company's Steamship "SILESIA,"

Captain L. de Stabile, will be despatched as above on SUNDAY, the 29th October. This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, SANDER, WIELER & CO.,

Agents. Princes' Buildings. Hongkong, 30th September, 1905 HONGKONG-MACAO LINE

S.S. "WING CHAI," Captain T. Austin, E.N.E. THIS Steamer departs from Hongkoug, on .

Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days. about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES-(week days) let Class (including cabin

and servant), Single \$3, Return Ticket \$5 2nd Class \$1. 2rd Class 50 cents. Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket SI, Return

\$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents. Meals can be had on board. Tiffin and Dinner can be supplied either on.

board, or at the Macao Hotel, for returning . Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3: extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available. for thefollowing day.

The Steamer is lit throughout by Electricity The Steamer's Wharf at Hongkong is at the. Western end of Wing Lok Srteet. MING ON & CO.

2nd Floor, 16, Viotor Street. Hongkong, 7th October, 1904;

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

PAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND BUMATRA PORTS.

EUROPEAN SERVICE.

|   | OUTWARDS:                         |                                   |
|---|-----------------------------------|-----------------------------------|
|   | STEAMERS                          | DOB                               |
| GLASGOW and LIVERPOOL                       | "DEUCALION"                       | On 15th October.                  |
| GLASGOW and LIVERPOOL.                      | "MINEDIAL                         | On 31st October. On 29th October. |
| ALARGOW and LIVERPUUL                       | " LILLIDOET "                     | On 6th November.                  |
| GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL | "GLAUCUS"                         | On 14th November.                 |
| GDASGOW and Driver                          | HOMEWARDS.                        |                                   |
| FOR   | STEAMERS                          | TO BAIL                           |
| · GENOA, MARSEILLES and }                   | "AGAMEMNON"                       | On 15th October.                  |
| LIVERPOOL                                   | "DIOMED"                          | On 24th October.                  |
| ANTWERP                                     | DIOREST                           | * 19                              |
| LONDON, AMSTERDAM and                       | "MACHAON"                         | On 7th November.                  |
| * GENOA, MARSEILLES and }                   | "CHINGWO"                         | On 15th November.                 |
| TIVERPOOL                                   | .1                                |                                   |
| LONDON, AMSTERDAM and }                     | "KINTUCK"                         | On 21st November.                 |
| Taking                                      | Cargo for Liverpool at London Rat | 06,                               |
|   |                                   | 1 12                              |

TRANS-PACIFIC SERVICE.

Operating in conjunction with

#### THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

|                |   |              | L 11 252020 |                                       |
|----------------|---|--------------|-------------|---------------------------------------|
|                | FOR                                       |              | STRAMER8    | TO SAIL                               |
| nl! PA<br>NAGA | IA, SEATTLE,<br>CIFIC COAST<br>SAKI, KOBE | and YOKO.    | "PINGSUEY"  | On 31st October.<br>On 30th November. |
| HAMA           |   | WES          | STWARD.     |                                       |
| TACOMA         | EBOM<br>SEATTLE,<br>CIFIC COAST           | VICTORIA     | "KEEMUN"    | On 24th October.<br>On 3rd November.  |
| A MARCA TAX    | .012.20                                   | For Freight, | apply to-   |                                       |
|                | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1     |              | BHTTERFIEL  | D & SWIRE,                            |

#### NAVIGATION CO. CHINA LIMITED.

Hongkong, 7th October, 1905.

|   | The state of the s |                           |    |
|---|--|---------------------------|----|
| FOR   | "YOCHOW"   | TO SAIL. On 13th October. |    |
| SHANGHAI  |  | On 15th October,          | •  |
| MANTIA ZAMBOANGA, PORT                                |  |                           |    |
|   | The state of the s | On 16th October           |    |
| COOKTOWN, CAIRNS, TOWNS-                              | SERVICE THOUSE   | On Tota October.          |    |
| VILLE, BRISBANE, SYDNEY and<br>MELBOURNE              |  | e i *                     |    |
| And a second A  | TO THE REPORT OF THE PARTY OF T | On 17th October.          | i  |
| CONTROL AND       | The state of the s |                           | ,  |
| YOKOHAMA AND KOBE  The attention of Passongers is dir | matan to tom situation becomes:  | IGREDIUM CITOLOM DA AMOS  | 31 |
| steamers, which are fitted throughout with            | Electric Light. Unrivalled T   | able. A duly qualifie     | )( |
| Sameon is carried.                                    |  | ·                         |    |

Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS,

> For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS.

[9.10]

AGENTS. Hongkong, 13th October, 1905.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

| * TAMSUI VIA SWATOW {  | THE CO,'S S.S. "DAIGI MARU" G. TAGAMI  | SUNDAY, 15th Oct., at 10 A.M.   |
|--|--|---|
| SHANGHAI VIA SWATOW, SAMOY AND FOODHOW SHANGHAI VIA SWATOW, AMOY AND FOOCHOW ANPING VIA SWATOW | THE CHARTERED 8.8.  "TRIUMPH"  HANSEN  "FRITHJOF"  HARALDSEN  "PROMISE"  THORSTENSEN | MONDAY, 16th Oct., at 8 a.m. FRIDAY, 27th Oct., at 8 a m. WEDNESDAY, 18th Oct., at 8 a.m. |
| * These Steamers have superior acco  | mmodation for First-clas   |   |

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. T. ARIMA. Manager. Hongkong, 7th October, 1905.

BOSTON S. S. CO. DOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

| lons. Captain.                           | Sailing Date.   |  |
|--|---|--|
| 3,753 Geo. Wright<br>3,606 T. W. Garlick | Monday, November<br>Friday, November<br>Saturday, December                      | 9th  |
| 3, 3,                                    | 606 E. V. Roberts<br>753 Geo. Wright<br>606 T. W. Garlick<br>417 G. V. Williams | 606 E. V. Roberts Thursday October 753 Geo. Wright Monday, November 606 T. W. Garlick Friday, November 417 G. V. Williams Saturday, December |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 10th October, 1905 IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS. STHAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH ELLIS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STEAMERS.

|    | ZIETEN                  |          | 144   | WEDNESDAY 25th October  |
|----|-------------------------|----------|-------|-------------------------|
|    | PRINZESS ALICE          |          |       | WEDNESDAY 8th November  |
| 1  | PRINCESS. MAIOE         |          |       | WEDNESDAY 22nd November |
| •  | SACHBEN                 | OLD      | 1.7.0 | WEDNESDAY 6th December  |
|    | PRINZ REGENT LUITP      |          | ***   | WEDNESDAY 90th December |
|    | PRINZ HEINRICH          | ♠ ♠ (4.) | ***   |                         |
|    |                         |          | 4.7   | 1906                    |
|    | PRINZ EITEL FRIEDR      | CH       |       | WEDNESDAY 3rd January   |
|    | CONTENT OF ENDING A 1 I |          | 4     | WEDNESDAY 17th January  |
| .0 | GNEISENAU               | 184      | F 1 4 | WEDNESDAY 31st January  |
| +  | ROON                    | ***      |       |                         |
|    | PREUSSEN                | ***      | ***   | WEDNESDAY 14th February |
|    | ZIETEN                  |          | 414   | WEDNESDAY 28th February |
|    |                         |          |       |                         |

N WEDNESDAY, the 25th day of OCTOBER, 1905, at Noon, the Steamship "ZIETEN," Captain Foon Benzer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd October. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 24th October; and Parcels will be received at the Agency's Office until Noov, on Tuesday, the 24th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.  ${f NORDDEUTSCHER}$  LLOTD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hougkong, 12th October, 1305.

# INDO-CHINA STEAM NAVIGATION CO..

|                                    | LIMITED.                            |                     |                  |
|------------------------------------|-------------------------------------|---------------------|------------------|
| PROJECTED SAILINGS                 | FROM HONGKONG. (S                   | UBJECT TO A         | LTERATION.)      |
| * MANTLA                           | STEAMERS<br>"YUENSAN                | s<br>G'' Friday, 13 | ith Oct., 4 P.m. |
| * MANILA<br>+ SHANGHAI<br>TIENTSIN | "HANGSAN                            | G" Tuesday, 17      | 7th Oct., 4 P.M. |
| * STMCAPORE PENANG                 | & CALCUTTA" LAISANG                 | " Tuesday. 24       | th Oct., 3 P.M.  |
| 12 Land with Electric Live         | perior accommodation for Fig<br>ht. |                     |                  |
| + Taking Cargo on Thron            | ugh Bills of Lading to Chefoo,      | Tientsin, Newchwa   | ang and Yangtsze |
| Ports.  † Taking Cargo on Throu    | ugh Bills of Lading to Laha         | l Datu, Simporus    | , Tawao, Kudst   |
| Usuka, Jesselton and Labuan        |                                     |                     |                  |

For Freight or Passage, apply to JARDINE, MATHESON & CO.,

GENERAL MANAGERS. Hongkong, 11th October, 1905.

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

| JAVA, | CHINA | AND | JAPAN. |
|-------|-------|-----|--------|
|-------|-------|-----|--------|

| STEAMER         | FROM   | ON OR<br>ABOUT            | WILL       | LEAVE FOR       | ON OR ABOUT               |
|-----------------|--|---------------------------|------------|-----------------|---------------------------|
| TJILATJAP.      | JAVA   | First half of<br>October  | JAPAN      | via SHANGHAI    | Second half of October    |
| TJIPANAS        | JAPAN  | First balf of<br>November | JAI        | A PORTS         | First half of<br>November |
| TJIMAHI         | JAVA   | i Motelifica              |            | via SHANGHAI    | 1 210100000               |
| <b>711</b> (114 | rs are all fitted through<br>of Saloon Passengers, | chant with Elle           | etric (del | t and have acco | mmodution f               |

through Bills of Lading. For Particulars of Froight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor. Hongkong, 10th October, 1905.

VESSELS ON THE BERTH IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN. JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRIS. BANE, SYDNEY AND MELBOURNE. On TUESDAY, 17th October, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommudation and

carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD. For Further Particulars, apply to

MELCHERS & CO., Agents. Hongkong, 21st August, 1905.

SHIPPING IN PORT.

ATLANTIS, American str., 960, Aldeguer, 1st

Oct. - Manila 28th September, General. -Order.

BLACKHEATH, British str., 1,719, W. T. Sherborne, 15th Sept.,-Sonrabaya and Probelingo 3rd Sept., Sugar.-Dodwell

BOURBON, French str., 997, Sisco. 7th Sept., -Saigon 3rd Sept., General. - Chinese. BRAND, Norwegian str., 1,519, H. Tolkestod, 11th October, -Chinking 5th October, General.—Sander, Wieler & Co.

CARL DIEDERICHSEN, German str., 774, H. Schlaikier, 8th Oct.,-Haiphong 3rd Oct., General.-Jebsen & Co. CHINA, American str., 3,168, D. E. Friele, 9th October,—San Francisco 6th September and Manila 7th October, Mails and General.—

P. M. S. S. Co. CHIYUEN, Chinese str., 1.117, Chas. Stewart, 11th Oct .- Shanghai Sth Oct., General.-Chinese. CHOWTAI, German str., 1,115, H. Textor, 10th

Oct .- Swatow 9th Oct., General .- Melchers & Co. CLAVERING, British str., 2,154, D. Barton, 6th

Sept.,-from Salina Cruz, Ballast.-China Commercial S.S. Co. DAIGI MARU, Japanese str., 1,568, S Tagami, 6th Oct. -- from Nagasaki, Marine Products,

&c.,-Order. DR. H. J. KIAER, Norw. str., 691, Larsen, 11th Oct.,-Chinwangiao 4th Oct., General.-Shewan, Tomes & Co. ELITA NOSSACK, German str., 1,160, W. Lassen,

5th Oct. -- Swatow 4th October, Ballast .--E. A. Trading Co. EMPIRE, British steamer, 2,843, P. T. Helms, 6th October.-Sydney 13th Sept., General. Gibb. Livingston & Co.

EMPRESS OF CHINA, British str., 3,048, R Archibald, R. N.R., 26th Sept., - Vancouver 4th Sept and Shanghai 23rd, Manils and General.-C. P. R. Co. HELLAS, German str., 1,539, Hans Rohde, 1st Oct .- Chinking 26th Sept., Oil, Rice and

Wheat.—Siemssen & Co.

HINSANG, British str., 1,536, W. S. Sawer, 4th October. - Java 24th September, Sugar. —Jardine, Matheson & Co. KAMPOT, French str., 412, Le Bail, 3rd Oct. -Saigon 29th Sept., General.-Chinese. KATANGA, British str., 2,160, Jas. McBride, 10th Oct. - Kuchinotzu 5th Oct., Coal. Mitsui Bussau Kaisha.

Telephone No. 375.

LAERTES, British str., 1.341, J. B. Jackson, 1st Oct .. Saigon 27th Sept., Meal and General.—Chinese. LANSOHAN, German str., 2,300, Sperling, 7th

Aug., - Saigon 2nd August, Ballast -Jebsen & Co. LIGHTNING, British str., 2,122, J. G. Spence, 10th Oct.,—Calcutta and Straits 23rd Sept., General - David Sassoon & Co., Ltd.

MEEFOO, Chinese str., 1,321, R. Stephen, 7th October, - Shanghai 4th October, General. -C. M. S. N. Co. Pitsanulok, German str., 1,238, L. Gorcken, 8th Oct .- Bangkok 1st Oct.. General.-

Butterfield & Swire. Ponafe, German str., 125, H. Martens, 6th Sept.,—Ponapel3th Aug.—German Consul. QUINTA, German str., 2,800, Frahm, 9th Oct., -Bangkok 3rd Oct., General.-Siemssen

Rubi, British str., 1,619, A. H. Notley, 9th Oct., - Manila 6th Oct., General. - Shewau, Tomes & Co.

Sameen, German str., 998, F. Rehwoldt, 9th Oct.,-Bangkok 1st Oct., Rice,-Melchers SUIBANG, British str., 1,776, T. Mitchell, 3rd

Oct.,-Java 23rd Sept., Sugar.-Jardine, Matheson & Co. ToLy, Norwegian str., 741, J. Enger, 5th Oct., -Rajang 27th Sept., Timber.-Bradley

VICTORIA, Chin-se str., 934. J. F. Messer, 5th Oct. - Newchwang 24th Sept. and Chefoo 26th, Bulk Beans and General.-Order. WIE, German str., 2,900, Carstens, 25th Sept., -Moji 21st Coal.-Jobsec & Co. -

YOCHOW, British str., 1,306, J. H. Brown, 9th Oct., -Shanghai 6th October, General. -Butterfield & Swire. YUENSANG, British str., 1,128, P. H. Rolfe, 9th October. - Manila 6th Oct., General. -

Jardine, Matheson & Co. ZWEENA, British str., 950, J. Ewart, 11th Oct , -Samarang and Singapore 4th October Sugar. - Chinese.

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|                 | Charles  |
|                 | Canton   |
| Kewkiang "      | Whampoa  |
| Hankow          | Kowloon  |
| Yochow          | Lappa  |
| Shansi          | Samshui  |
| Ichang          | Kongmoon   |
|                 | Wuchowfu   |
| Hangehow        | Kwangchauwa  |
| Ningpo          | Pakhoi   |
| Wênchow         | Holhow   |
| Santu           | Lungehow   |
| Foochow         | Mêngtze  |
| Amoy.           | Hokow  |
| Swatow          | Szemao   |
|                 | CHINA Wuhn Kewkiang Hankow Yochow Shansi Ichang Chungking Hangehow Ningpo Wênchow Santu Foochow Amoy |

JAPAN AND FORMOSA Keelung Osaka Tokyo Yokohama Moji Tainantu Nagasaki Takow Hakodato Anning

Tamsui Shimonoseki EASTERN SIBERTA Nicolajewsk Wladivostock COREA Mokpoo Wonsan Seoul

Fusan

Chemulpo

Pingyang Songohin Kunsan Masampo. HONGKONG AND ITS DEPENDENCIES MACAO FEBRUH INDO-CHINA: Tourane Annam 💎 Hanoi Saigon Haiphong Tonkin Provinces Quinhon Cambodge PHILIPPINES

Chinnamn

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MAP OF THE FAR EAST PPAN OF YOROHAMA PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN OF TSINGTAU (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI; PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF PEAK DISTRICT, VICTORIA PLAN OF KOWLOON

PLAN OF MANILA PLAN OF BAIGON PLAN OF SINGAPORE PLAN OF PENANG PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions Consular and Court Fees, Hongkong Stamp Daties, Postal Guide, Signal Codes, Chinese Fostivals, Tables of Money Weights, and Measures, and other Commercial Information including :-

TREATIES WITH CHINA Great Britain :- Nanking, 1842 Tientsin, 1858 Tariff Agreement and Rules, 1859 Convention, 1860; Rules for Joint Investiga, tion of Customs Seizures, 1869; Chefoo-1876, with Additional Article; Opium Con vention, 1886; Chungking Convention, 1891 Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weilmiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France:-Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895 Frontier Trade Regulations. United States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany:-Tientsin, 1861; Peking, 1880; Kinochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports. 1896. Supplementary Commercial 903. Russia :- St. Petersburg, 1881; Russian Land rade, 1881; Port Arthur and Talienwan Agreement, 1888.

Fortugal, 1888; Commedial Treaty, 1914. PINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Coron; United States Extradition Treaty, 1886; Great Britain (Alliance) 1902

TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876; United States, 1882; Great Britain, 189. Trade Regulations

TREATIES WITH SIAM Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea. RECENT CHINESE LEGISLATION.

Revised Regulations for the Construction of Railways in Chias. Experimental Regulations for the Registration of Trade Marks.

Temporary Mining Regulations in China. LEGAL DOCUMENTS Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878, 1881, 1884, 1884, 1886, 1886, Rules of H.M.B.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Fereign Jurisdiction Act; Regulatious for the Cousular Courts of United States; United States Consular and Courts Fees: Rules of Court of Consuls of Shanghai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hougkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour

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POST OFFICE NOTICES. CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th Dec mbor, and those posted up to 5 p.m. on Friday, the 17th November are due in London on Christmas Morning. With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the leter mail due in London on the 18th December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 8th

of January via Gibraltar and the 2nd January via Brindisi. The rates of postage or ordinary parcels are as follows:-For a parcel not exceeding 3 lbs. in weight

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels new t be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

The Salarie, with the French mail of the 15th ultimo left Singapore on Monday, the 9th inst., at 4 p.m., and may be expected here on or about Morday, the 16th inst. This packet brings replies to letters despatched from Hongkong on August 2th. Mails for Canton, Samehul and Wuchow are closed on week-days at 7.80 a.m.

On Sunday the mail for Macao is closed at 8 a.m. Mails for NAMIAO, SANBUE, \*KONGMOON, \*KUMCHUK, \*SAMSHUI, \*WUCHOW and \*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. \*No mails are despatched to these places on Saturday evenings, nuless previously notified.

|  | MAILS W   | ILL CLOSE  | the second of th |
|--|---|--|--|
|  | FOR   | I ED   | DATE.  |
| Amor Singanara   | nd Bangkok                                      | Chorotai   | Friday, 13th, 11.00 A.M.   |
|  | -   |  |  |
| Macao ( )  |   | Vacham   | Weiden 194h 200 -  |
| snangnat   |   | Yochow   | Friday, 13th, 3.00 P.M.  |
|  |   |  |  |
| the second secon |   |  |  |
|  |   | Doris  | Friday, 13th, 4.00 P.M.  |
| Quang Chow Wax   |   | Hai Cheung   | Friday, 13th, 5.00 P.M.  |
| Singapore, Penang  | and Bembay                                      | Capri  |  |
|  |   |  | Saturday, 14th, 1.15 P.M.  |
| Singapore  |   | Agamemnon  |  |
|  | ong   |  | - T  |
| Swatny Singapore   | and Bangkok                                     | Pitsanulok   |  |
| Пасво  | . munte mertem P an an a safett (1.11) (18) (1) | Heungshan  |  |
|  | B, Port Darwin, Thursday)                       | T amount joines and the  | AVEN, LIGHT. ST.   |
|  |   | 4.   | *  |
|  | wn, Cairns, Townsville,                         | Clare and a  | Manday 1041 0.00   |
|  | ey. Hobart, Lannesson,                          | Chingin  | Monday, 16th, 3,00 P.M.  |
| New Zealand, 1   | Helbourne, Adelaide and                         |  |  |
| Perth  |   | 1  |  |
| langkok  |   | Samsen   | Tuesday, 37th, 10.00 A.M.  |
| Friedrich Withe  | mshafen, Herbertshohe, ?                        |  |  |
|  | e. Sydney and Melbourne }                       | Prinz Waldemar   | Tuesday, 17th, 10.00 A.M.  |
| The contract of the contract o |   |  | Tuesday, 17th,   |
|  |   |  | Printed Matter and Sam-  |
|  | NAGABARI, KOBE, YOKO-                           |  | - ples 9.00 A W  |
|  | LU and SAN FRANCISCO                            |  | ples 9.00 A.M. 9.00 A.M.   |
| (Supplementar  | y mail on board up to the }                     | China  | (Remintention with late  |
|  | for departure of the mail.                      |  | (Registration, with late   |
|  | ge 10 cents.)                                   |  | fee of 10 cents, up to   |
| 112 014 2 0000   |   | 1.   | 9.30 A.M.)   |
|  | V.  | ι  | Letters 10.00 A.M.   |
| Sec. 20  |   | . (  | Tuesday, 17th,   |
| 0  |   |  | Frinted Matter and Sam-  |
|  | - malana  |  | ples 10.00 A.M.  |
|  | A VIA TUTICORIN                                 |  | Registration 10.00 A.M.  |
|  | 11.00 to 11.30 A.M. Extra                       |  | Registration, with late  |
|  | untsi) ; , , , , , , , , , , , , , , ,          | Caledonien   | fee of 10 cents, up to   |
| (Letters poste   | d in all the Pillar Boxes                       | . Carettonien  | 10.45 A.M.)  |
|  | the first clearance will be                     |  |  |
|  | his contract mail.)                             | . Y-I  | Registration, Kowloon.   |
|  |   |  | В.О  |
| 4.1  |   | !!   | No late fee.   |
|  |   |  | _l enters 11.00 A.M.   |
| Incho  |   | Herengshan   |  |
| ingapore. Penang   | and Calcutts                                    |  |  |
|  |   | 444  |  |
|  | **************************************          |  |  |
| Abanahai Maii K  | obe and Yokohama                                | Tjilatjop  | Wednesday, 18th, 10.00 A.M.  |
| manknar, bride v   | ONG BUILD BOURING DESCRIPTION                   | Thursday manning   | Wednesday, 18th,   |
| <b>3</b> -1  | n .   | The second secon |  |
|  | · · ·   |  | I rinted Matter and Sam-   |

| Maria.  EUROPE, Ac., India via Tuticoria.  (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents)  (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)  (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  The Parcel mail will be closed on Friday. | Henryshun<br>Zafiro | Frie Satu |
|---|---------------------|-----------|
| the 20th inst, at 5 p.m.  TO-MORROW.  Helf-yearly Merting of the Hongkong Jockey  | The C.P.R. s        |           |

but parmentary mail on board up to the Empress of China

Club, City Rall, 12.15 p.m. Sale, Japanese Curics, Sales Rooms, Messra. Hughes & Lough, 2.30 p.m. Sale, Dress Biatorials, &c., Sales Rooms, Mr.

V I. Ren edios, 2.30 pare. .....

EHANGHAI, NAGASAKI, KOBE, YOKOHAMA,

VICTORIA and VANCOUVER (B.C.)......

time fixed for departure of the mail.

I arra Fostoge 10 cents

#### COMMERCIAL.

#### CLOSING QUUTATIONS.

| 12th Cetober.                         |
|---------------------------------------|
| On London                             |
| Telegraphic Transfer                  |
| Eark Bills, on demand 1/117           |
| Bank Bills, at 30 days' sight 1,114   |
| Lank Bills, at 4 months sight1,113    |
| Credits, at 4 months' sight           |
| Locumentary Bills, 4 months eight 2 - |
| OH PARIS.—                            |
| Enk Bills, on demand 245              |
| Credits, at 4 months eight 249        |
| OR GERMANY.                           |
| Cp demond                             |
| OR NEW YORK.                          |
|                                       |
| Bank Bills, on demand                 |
| Czeditr, 60 daya' sight               |
| ON BOMEAY.                            |
| Telegraphic Transfer                  |
| D1 J 1451                             |

OR CALCUTTA. Telegraphic Transfer ......145 ON EHANGHAL .-ON YOKOBAMA.—On demand ........ 254 ON MANILA.-On demand-Pesos.- 954 OM BINGAPORE. On demand ..... 9 p.c. p.m. ON HAIPHONG .- On demand ...... 2 p.c. T.m. On Salgon .- On demand ..... Par, SOVEREIGNS, Bank's Buying Rate ... 10.15

GOLD LEAF, 100 fine, per tael ..... 53.60 12th October, Quotations are: Allow'ce net, to 1 catty. Malwa New ......\$1100 to - per pioul. Persian fine quality \$1100 to — Persian extra fine \$1150 to — Patna New .......\$1(30 to - per chest, Benarcs New .....\$10021 to -Benares Old......\$1005 to -

#### VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. Salazie left Sirgapore on the 9th Oct at 4 p.m. for this port via Saigon. THE AMERICAN MAIL.

22ad Oct.

The O. & O. str. Doric left Yokohama on the

10th Oct., and may be expected here on the

PASSENGERS. ABBIVED. Per Hangsang, from Shanghai, &c., Mrs. Dunn and 3 children.

## JOINT STOCK SHARES.

| Hongkong, 12th October.                |          |                             |  |  |  |
|--|----------|-----------------------------|--|--|--|
| COMPANY.                               | PAID UP. | QUOTATIONS.                 |  |  |  |
| Albambra                               | \$200    | \$100.                      |  |  |  |
| Banks-                                 |          |                             |  |  |  |
| Hongkong & S'hai                       | \$125    | \$915.<br>London, £93.      |  |  |  |
| National B. of China                   |          |                             |  |  |  |
| A. Shares<br>Bell's Asbestos E. A      | -        | \$38, buyers<br>\$7, buyers |  |  |  |
| China-Bornee Co                        |          | \$11.75, sellers            |  |  |  |
|  |          | \$10, Bales & seller        |  |  |  |
| China Light & P. Co<br>China Provident |          | \$9, sales & buy.           |  |  |  |
| Cotton Mills-                          |          |                             |  |  |  |
| Ewo                                    |          | Tis.55, sales& buy          |  |  |  |
| Hongkong                               | \$10     | \$1.14, sales & sol         |  |  |  |
|  |          |                             |  |  |  |
| Laou Kung Mow                          |          |                             |  |  |  |
| Soychee                                |          | Tls. 250, buyers            |  |  |  |
| Dairy Farm                             | \$6      | \$174, enles                |  |  |  |
| Docks and Wharves-                     |          | 9                           |  |  |  |
| Farnham, B. & Co                       | Tls. 100 | Tle, 145,                   |  |  |  |
| H. & K. Wharf & G.                     | \$50     | \$107.                      |  |  |  |
| H. & W. Dock                           | \$50     | \$185, sellers              |  |  |  |

New Amoy Dock ... S'hai & H. Wharf ... Tls. 100 | Tls. 1874. \$27. \$25, sales & sel. Fenwick & Co., Geo... \$10 | \$294, sales & buy. . Island Cement. Hongkong & U. Gas... £10 | \$176, buyers Hongkong Electric ... \$10 | blot, buyers Ho. Now ..... \$5 \$91, buyers I. H. L. Tramways ... \$100 | \$216, buyers Hongkong Hotel Co... 3147. Hongkong Ice Co ..... \$25 | \$235, sellers Liongkong Rope Co... \$50 \$152. H'kong S. Waterboat. \$10 \$14, sales & sellers nsurances-Canton ..... China Fire..... \$20 | \$89, buyers \$25 | \$53, buyers China Tradera ......

\$50 | \$345, sales & buy, Hongkong Fire ..... \$50 | \$340, seilers North China ..... £5 | Th. 82, buyers Union ..... \$100 | \$780, buyers Yangtaza ..... \$60 \$1724. and and Building-Hongkonglandiny. \$100 \$126, sales Humphrey's Estate \$10 \$124, buyers \$30 | \$40, sales & buyer: Kowloon Land & B. Shanghai Land..... Tls. 50 Tis. 122, sellers

\$50 \$55, soliers

18/10 | \$31, buyers

\$10 | \$7, sellers

\$100 | \$229, sellera

\$25 \$18, bayers

\$15 \$264, sollers

£1 | 21s, sellers

\$10 \ \$33, seliera

\$5 | \$25, sellers

\$25 | \$20, cellers

\$3 | \$74, sellers

\$10 | \$141, seliere

\$4 | 89, sales

\$10 \$160.

VERNON & SMYTH, Brokers

From 13th to the 19th Cctober.

To correct Zone Time add 28 min. and 18 sec.

HONGKONG METEOROLOGICAL

Highest open air Temperature on 11th .. 79

Lowest open air Temperature on 11th...73 -

MESSES. FALCONER & Co.'s REGISTER, 12th Oct.

Barometer 9 a.m., 30.08 Therm. (Wetbulb) 9 a.m.7.

Barometer 1 P.M. .. 39.02 Therm. (Wetbulb) 1 P.M.74

Barometer 4 P.M., 29.98 Therm. (Wetbulb) 4 P.M.74

Thermom. 9 a.m., 78 Therm. Maximum ......79

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Hougkong, 4th August, 1898

Hongkong, lat april, 1897

Thermom. 1 P.M... 79 Therm. Minimum over

REGISTER:

Hongkong Observatory, 12th October.

Previous Day On Date at On Date at 4 p.m. at 4 p.m.

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Printed Matter and Samples ...... 10,00 A.M. Registration... 10.00 A.M. kegistration, with late fee of 10 cents, up to 10.45 A.M.) Letters ...... 11.00 A.M.

C.P.R. str. Empress of India left Vancouver on Monday, the 2nd Oct., p.m. for Hongkong via the usual ports of call. M RI HANT MEANERS.

The P. & O. str. Poona left Singapore for this pert on the 8th Oct. at 6 a.m. The J.-C.-J. Lijn str. 7j latjan left Macassar for this port on the 6th Oct., and may be expected here to-morrow. The O.S.S. & C.M. str. Deucation left Singa-

pore on the 10th Oct. at daylight, and is due ere on the 15th Oct: I he Mogul Line str. Lothian; from Glasgow. Liverpool and Middlesborough, left Singapore

on the evening of the 9th Oct. The Indo-China s'r. Laisang, from Calentta and the Straits, left Singapore for this port on Tuesday, the 10th Oct. at 10 p.m., and be expected here on the 6th Oct.

The P. & O. etc. Mazagon left Singapore for this port on the 11th Oct. at noon. The CN str. Trinon, from Australian ports, left Port Darwin on the 6th Oct., and is due here on the 17th Oct.

The J.-C. J. Lijn str. Emma Luyken left Scurebaya direct for this port on the 9th Oct., and may be expected here on the 17th Oct. Rain .... The C.P.R. str. athenian arrived at Nagasaki at 10 a.m. on Thursday, the 12th Oct., and left again at 5 p.m. same day for Shaughai, where she is dan to arrive at noon to-morrow.

The I.G M. Aus ralian str. Prinz Sigismund left Sydney on Saturday, the 20th Sept., and may be expected here on Monday, the 23rd Oct. The N.Y.K. chartered str. Courtfield left Bembay on the 3rd Oct. and Tuticorin on the 9th Oct., and is expected here on the 24th Oct. The G.N. str. Dokota, from Sentile and ports. s due to arrive here on the 27th Oct.

The Boston S.S. Co.'s sir. Shawmut, from Thermom. 4 P.M... 79 night...... Seattle, sailed from Shanghai on the 10th Oct. for Manila and Hongkong. The str. Salsuma sailed from New York on

the 5th June. The str. Atholl left New York on the 12th / THE Undersigned GENERAL AGENTS Sept. for China and Japan. The P. & A. str. Arabia left Portland on the repared to issue. THROUGH BILLS 1st Oct., and is expected here on the 2nd Nov. The Boston Co.'s str. Tremont sailed from Seattle on the 9th Oct. for the usual ports.

STEAMERS PASSED THE CANAL. Sept. 22nd—Shadwell, Salazie, Indrani. 26th -Benmohr, St. Hugo, Stentor, Inkula. 29th-Armand Behic, C. Ferd. Lacisz, Indrawadi. Menelaus, Ping Suey, Castile, Darvel, Kraetke, Rugia. Oct. 3rd-Polermo, Ataka, Malacca. 6th-Hector, Preussen, Tourane, Armand Behie. MAP OF THE SIKIANG OF WEST 10th—Anopa, Norge, Sambia, Cardium, Manica. ARRIVALS AT HOME.

Oct. 10th-Munchen, Rosario.

#### NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROT-TERDAM, ANTWERP, PENANG AND SINGAPORE.

FILE H.A.L. Steamship

"SENEGAMBIA." Captain Peter, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be lauded into the hezardous and/or extra hazard-Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they ca not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 13th inst, will be subject to rent. All broken, chafed, and damaged Goods are examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th October, 1905.

"BEN" LINE OF STEAMERS .. NOTICE TO CONSIGNEES.

S.S. "BENALDER," FROM ANTWERP, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hezardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.

Hongkong, 9th October, 1905.

Agents.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

TH & Steamship

"PRINZESS ALICE." having arrived, Consigness of Cargo are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the hazardons and/or extra hazardous andowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon whence delivery may be obtained. Optional Cargo will be forwarded unless

notice to the contrary be given before 4 P.M. To-day.

No Claims will be admitted after the Goods \$10 \$7, sellers [excliv] have left the Godowns, and all Goods remaining undelivered after the 6th October, will be

> subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th October, at 9,30 A.M.

All Claims must reach us before the 21st October, or they will not be recognised. No Fire Insurance wilthe effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 9th October, 1905.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP LONDON, COLOMBO AND SINGAPORE.

THE Bucknoll Line Steamship.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being lauded and placed at their risk in the Hongkong and Kowloon Wharf and Gedown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed Optional Goods will be carried on unless in-

structions are given to the contrary before NOON TO-MORROW. Goods not cleared before the 17th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 19th inst., or claims in connection therewith will not be recognised. No Fire Insurance has been effected. NIPPON YUSEN KAISHA,

Agents. Hongkong, 9th October, 1995.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns. 3,000 h.p., Com. R. M. Harbord, Yokohama Andromeda, cruiser, 12,500 tons, 16 guns, 1,6500 i.h.p., Capt. Nelson Ommanney, Yokohama Arun, torpedo bent destroyer, 550 tons, 6 guns, 7,000 i.h.p., Lieut-Comdr. R. Henniker Heaton, Yokohama

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain Lionel G. Tufnell, Yokohama CHINA STIAM NAVIGATION Co.'s fortnightly Bonaventure, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. H. H. Torlesso,

Cadmus, British sloop, 1,070 tons, Capt. H. du Cane Luard, Yangiszo Clio, British sloop, 1.070 tons, Captain H. D. Wilkin, D.S.C., Yangtaze Dee, torpedo boat destroyer, 560 tons, Lieut.

Comdr. H. E. Sulivan, R.N., Yokohama Diedom, let class cruiser, 11,000 tons, 16 guns, 10,800 h.p., Capt. H. W. Savory, Yokohama Erne, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Bather, Yokohama Eitrick, torpedo boet destroyer, 560 tons, Lieut,

Comdr. Lowin, Yokohama Exc. torpedo boat destroyer, 550 tons. Comdr. A. F. Evenett, Yokohama

#### HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

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S.S. "POWAN, 2,388 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossins.

Departures from Hongkong to Canton daily at 8,30 a.m. (Sunda excepted), 9 p.m. and 10.30 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

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Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 am.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at to be left in the Godowns, where they will be 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.r. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT

> CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

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S.S. "NANNING," 569 tons, Captain C. Butchart, One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Cauton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and arelighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE.

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4,000 h.p., Lieut.-Comdr. Cox, en raute Hart, torpedo-boat destroyer, 260 tons, 6 guns. 4000 h.p., Lieut. Comdr. Richards, Hong-

Hecls, special torpedo vessel, 6400 tons, 2400 h.p., Capt. E. F. R. Charlton, en route

Hogne, orniser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Yokobama Iphigenia, 2nd class cruiser, 3,600 tons, 8 gans, 7,000 i.h.p., Capt. Fawczner, en route Singapore and England

Richen, torpedo boat destroy r, 550 tons, Lieut. Comdr. C. Seymour, Yokohama Janus torpedo-boat destroyer, 280 tons, 6 gans, 8,900 h.p., Lt. Comdr. Darwall, Hongkong Kinsha, river gunboat, 331 tons, Lieut.-Comd:

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. F. B. Noble, Hongkong Ottor, torpedo-boat destroyer, 350 tons, 6 gans #300 i.h.p., Lt.-Comdr. Kiddle, en Foute

E. V. F. R. Dugmore, on Yangtste

Rambler, surveying-ship, 583, tons, Comdr. Chas. E. Monro, Borne Robin, river gunboat, 85 tons, 2 gans, 210 h.p., Lieut. Comdr. Vaughan, West River

Sandpiper, river gunbont, 85 tons, 2 guns, 240 h.p., Liont.-Comdr. H. T. Atlay, Macao Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on

Yanguze Sutlej, 1st class cruiser, 12,000 tons, 14 guns, 21,000 i.h.p., Captain Wm. L. Grant, Yokohama

Tamar, receiving ship, 4,600 tons 6 gun-Commodore H. P. Williams, at Hongkong Teal, river gunboat, 180 tons, 2 guns, Lient. Comdr. Secretan, on Yangtsze

Virago, torpedo-boat destroyer, 360 tons, 0 gans, 6,300 i.h.p., Liout.-Comdr. J. A. Gregory, en route Japan Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, Swatow

Whiting, torpedo-beat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. U. E. L. Thomos, en route Japan Widgeon, gunboat, 195 ions 2 guns, 800 h.p.,

Lt -Comdr. G. B. Spicer-Simson, Yangtsze Woodcock, gunboat. 150 tens, 2 guns, 550 h.p., Lieut.-Comdr. Hugh Somerville, Yangteze Woodlark, gunboat, 50 tons, 2 gans, 550 h.p., Lieut.-Comdr. J. F. Knox, Yang tsze

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